

(19)

Europäisches Patentamt

European Patent Office

Office européen des brevets



(11)

**EP 0 691 471 B1**

(12)

**EUROPEAN PATENT SPECIFICATION**

(45) Date of publication and mention  
of the grant of the patent:  
**04.11.1998 Bulletin 1998/45**

(51) Int Cl.<sup>6</sup>: **F02M 47/02, F02M 59/32,  
F02M 45/00**

(21) Application number: **95110676.4**

(22) Date of filing: **07.07.1995**

(54) **Pressure storage fuel injection system**

**Kraftstoffeinspritzungssystem mit Druckspeicher**

**Système d'injection de combustible avec accumulateur de pression**

(84) Designated Contracting States:  
**DE FR GB**

(30) Priority: **08.07.1994 JP 180648/94**

(43) Date of publication of application:  
**10.01.1996 Bulletin 1996/02**

(73) Proprietor: **MITSUBISHI JIDOSHA KOGYO  
KABUSHIKI KAISHA  
Tokyo 108 (JP)**

(72) Inventor: **Ishida, Akio  
Yokohama-shi, Kanagawa, 236 (JP)**

(74) Representative: **Strehl Schübel-Hopf & Partner  
Maximilianstrasse 54  
80538 München (DE)**

(56) References cited:  
**DE-A- 4 118 237 US-A- 4 440 132  
US-A- 4 649 887**

• **PATENT ABSTRACTS OF JAPAN vol. 18 no. 360  
(M-1634) ,7 July 1994 & JP-A-06 093936  
(MITSUBISHI) 5 April 1994,**

Note: Within nine months from the publication of the mention of the grant of the European patent, any person may give notice to the European Patent Office of opposition to the European patent granted. Notice of opposition shall be filed in a written reasoned statement. It shall not be deemed to have been filed until the opposition fee has been paid. (Art. 99(1) European Patent Convention).

**EP 0 691 471 B1**

## Description

### BACKGROUND OF THE INVENTION

#### Field of the Invention

This invention relates to pressure storage (or common rail) fuel injection systems, in which high pressure fuel stored in pressure storage (or common rail) is injected into cylinders at predetermined injection timings.

#### Description of the Prior Art

In such pressure storage fuel injection system, fuel is fed from a high pressure fuel pump to a pressure storage for storing pressure therein, and thence injected through fuel injection valves into engine cylinders at injection timings predetermined through electronic control or the like. This system has been made important in large size diesel engines for ships, and has recently become applied to diesel engines for small size, high speed vehicles (such as buses and trucks).

The pressure storage fuel injection system, unlike well-known jerk fuel injection system, is free from the disadvantage of injection pressure reduction at low speed, that is, it permits high pressure injection to be readily realized at low speed as well. Thus, it has pronounced advantages that it permits fuel cost reduction, output increase, soot reduction, etc.

Fig. 11 shows a prior art pressure storage fuel injection system used for vehicle exclusive engines.

Referring to the Figure, designated at 10 is a fuel injection valve assembly. The fuel injection valve assembly 10 has a nozzle 16 having a row of fuel injection ports 12 provided at the end and a fuel pool storing fuel supplied to the ports 12.

In the nozzle 16, a needle valve 18 is fitted slidably for controlling the communication of the fuel pool 14 and fuel injection port 12 with each other. The needle valve 18 is always biased in the closing direction by a spring 24 via a push rod 22 which is accommodated in a nozzle holder 20. In the nozzle holder 20 a fuel chamber 26 is defined. In the fuel chamber 26 is slidably fitted a pressure application piston 28 which is coaxial with the needle valve 18 and push rod 22.

The fuel chamber 26 is communicated through a uni-directional valve 30 and an orifice 32 parallel therewith with a first outlet line b of a three-way electromagnetic valve 34. The electromagnetic valve 34 has an inlet line a communicating with a pressure storage 6 and a second outlet line c communicating with a fuel tank 38. The first outlet line b is selectively communicated with the inlet line a or the second outlet line c by a valve body 42 which is driven by an electromagnetic actuator 40. When the electromagnetic actuator 40 is de-energized, the inlet line a is communicated with the first outlet line b. When the actuator 40 is energized, the first outlet line b is communicated with the second outlet line c. In the

nozzle holder 20 and nozzle 16, a fuel line 44 is provided which communicates the fuel pool 14 with the pressure storage 36.

Fuel under a high pressure predetermined in advance according to the engine operating condition is supplied to the pressure storage 36 by the high pressure fuel pump 46. The high pressure fuel pump 46 has a plunger 50 which is driven for reciprocation by an eccentric ring or cam 48 driven in an interlocked relation to the engine crankshaft. Fuel which is supplied from a fuel tank 38 to pump chamber 54 in the pump 46 is pressurized by the plunger 50 to be pumped out through a (uni-)uni-directional valve 56 to the pressure storage 36.

A spill valve is provided between a discharge side line 58 leading from the pump chamber 54 of the high pressure fuel pump and a withdrawal side line 60 leading to the feed pump 52, and it is on-off operated by an electromagnetic actuator 62. The electromagnetic actuator 62 and the electromagnetic actuator 40 of the three-way electromagnetic valve 34, are controlled by a controller 66.

The controller 66 controls the electromagnetic actuators 40 and 62 according to output signals of a cylinder discriminator 68 for discriminating the individual cylinders of multi-cylinder engine, an engine rotation rate/crank angle sensor 70, an engine load sensor 72 and a fuel pressure sensor 74 for detecting the fuel pressure in the pressure storage 36, as well as, if necessary, such auxiliary information 76 as detected or predetermined input signals representing atmospheric temperature and pressure, fuel temperature, etc. affecting the engine operating condition.

Briefly, the pressure storage fuel injection system having the structure as described operates as follows.

The plunger 50 of the high pressure fuel pump 46 is driven by the eccentric ring or cam 48 which is driven in an interlocked relation to the engine crankshaft, and low pressure fuel supplied to the pump chamber 54 by the feed pump 52 is pressurized to a high pressure to be supplied to the pressure storage 36.

According to the engine operating condition, the controller 66 supplies a drive output to the electromagnetic actuator 62 for on-off operating the spill valve 64. The spill valve 64 thus sets a predetermined pressure (for instance 20 to 120 MPa) as fuel pressure in the pressure storage 36.

Meanwhile, a detection signal representing the fuel pressure in the pressure storage 36 is fed back from the sensor 74 to the controller 66.

The high pressure fuel in the pressure storage 36 is supplied through the fuel line 44 of the fuel injection valve 10 to the fuel pool 14 to push the needle valve 18 upward, i.e., in the opening direction. In the meantime, when the fuel injection valve 10 is inoperative, the electromagnetic actuator 40 for the three-way electromagnetic valve 34 is held de-energized, thus having the inlet a and first outlet b in communication with each other. In this state, high pressure fuel in the pressure storage 36

is supplied through the uni-directional valve 30 and orifice 32 to the fuel chamber 26.

At this time, the pressure application piston 28 in the fuel chamber 26 is held pushed downward by the fuel pressure in the chamber 26, and a valve opening force which is the sum of the downward pushing force of the fuel pressure and the spring force of the spring 24 is being applied via the push rod 22 to the needle valve 18. The needle valve 18 is thus held at its closed position as illustrated because the area, on which the fuel pressure acts downward on the pressure application piston 28, is set to be sufficiently large compared to the area, on which fuel pressure acts downward on the needle valve 18, and further the downward spring force of the spring 24 is acting additionally.

When the electromagnetic actuator 40 is energized by drive output of the controller 66, the communication between the inlet line a and first outlet line b is blocked and, instead, the first outlet line b and second outlet line c are communicated with each other, thus communicating the fuel chamber 26 through the orifice 32 and second outlet line c with the fuel tank 38 and removing the fuel pressure having acted on the pressure application piston 28. The upward fuel pressure acting on the needle valve 18 thus comes to surpass the spring force of the spring 24, thus opening the needle valve 18 to cause injection of high pressure fuel from the fuel pool through the fuel injection port 12 into the cylinder.

After the lapse of a predetermined period of time set according to the engine operating condition, the controller 66 de-energizes the electromagnetic actuator 40, whereupon the inlet line a and first outlet line b of the three-way electromagnetic valve 34 are communication again with each other, causing the fuel pressure in the pressure storage 36 to be applied to the pressure application piston 28. As a result, the needle valve 18 is closed, thus bringing an end to the fuel injection.

The optimum fuel injection pressure for engine performance of the above pressure storage fuel injection system, will now be considered.

(1) Under low load, the high pressure injection deteriorates the fuel consumption (i.e., fuel consumption rate). This means that it is necessary to provide for high pressure injection under this condition.

Under high load, it is necessary to provide for high pressure injection for the purposes of generating the soot generation and reducing the exhaust gas particulation.

(2) Setting the high pressure injection over the entire engine operation condition range leads to engine noise increase due to increase of the initial combustion (i.e., preliminary air-fuel mixture combustion).

From the standpoint of suppressing the engine noise, the fuel injection pressure is desirably made as low as possible to an extent having no adverse effects on the exhaust gas state and fuel cost, and the fuel injection pressure during idling and under low load of the engine is adequately about 20 to 30 MPa.

From the above technical standpoints, the prior art pressure storage fuel injection system shown in Fig. 11 has the following problems.

A. When high pressure injection under low load is quickly changed to high load such as when quickly accelerating the vehicle, a certain time is taken until reaching of the requested pressure by the pressure storage pressure. Due to this delay in the pressure increase response, it is impossible to inject a large amount of fuel while holding the low pressure fuel injection, and the desired amount of fuel can not be injected, thus resulting in engine output shortage at the time of transient operation requiring quick acceleration.

In the prior art pressure storage fuel injection system, as shown in Fig. 14, during idling the common rail pressure (i.e., pressure in the pressure storage) has to be controlled to 20 MPa for reducing noise and ensuring smooth rotation. Under low load engine operating condition, the pressure has to be controlled to 30 to 40 MPa for preventing fuel cost deterioration. Further, under high load engine operating condition the pressure has to be controlled to 80 to 120 MPa for reducing soot generation and particulation. With such structure where the common rail pressure is varied in the above way, however, when the pressure storage pressure is quickly increased from low pressure injection (for instance under 20 MPa) under low load to high pressure injection (for instance under 90 MPa) under high load, a delay is generated in the common rail pressure increase from 20 MPa to 90 MPa, thus causing the fuel injection during the open state of the needle valve to be less than the injection under predetermined pressure. Consequently, the engine output during the quick acceleration becomes less than the predetermined engine output. For example, as shown in Fig. 15, the instantaneous engine torque during the engine acceleration becomes greatly lower than the engine torque with the conventional row fuel injection pump.

Figs. 15(a) to 15(c) show relation between the engine crankshaft torque and the engine rotation rate, Fig. 15(a) showing the relation obtained with prior art pressure storage fuel injection system, Fig 15(b) showing the relation obtained with well-known row fuel injection pump, Fig. 15(c) showing the relation obtained with a pressure storage fuel injection system to be described later according to the invention.

B. To preclude the above drawback, the valve opening time of the fuel injection valve of the pressure storage fuel injection system may be prolonged to maintain the desired fuel injection. In such case, however, the fuel injection is increased in the low pressure injection, thus resulting in the black soot generation and deterioration of particulation in the exhaust gas.

C. In connection with the above problems A and B, with the prior art common rail fuel injection system the instantaneous engine torques at intermediate and low engine rotation rates during quick acceleration of the engine are greatly low compared to the case of the well-

known row fuel injection pump under the assumption that the maximum engine output is equal. Therefore, the acceleration character of the vehicle is greatly reduced.

To solve this problem, there is a fuel injection system which has been proposed as an invention disclosed in Japanese Patent Laid-Open Publication No. 93936/1994. In this system, two common rails (i.e., pressure storage), that is, a high and a low pressure side common rail system, are provided for switching one over to the other in dependence on the engine operating condition.

However, such fuel injection system having the high and low pressure common rails requires corresponding two different, i.e., high and low pressure, fuel injection systems. Such a system is complicated in construction and increased in size so that its mounting in a vehicle engine encounters difficulties.

In the meantime, diesel engines have been proposed where the fuel supply in one combustion cycle is made separately for pilot injection and regular injection under such engine operating condition as low rotation rate in order to cope with noise. However, under high load, low rotation rate condition, it is suitable to permit the pilot injection to be made under low pressure and the regular injection under high pressure.

An example for an injection system performing a low pressure pilot injection and a high-pressure main injection is disclosed in DE-A-41 18 237 from which the first part of claim 1 starts out. This system comprises a boosting piston for temporarily increasing the pressure in a fuel feeding line supplying fuel to a needle valve for fuel injection. This system has the disadvantage that the interconnection between the needle valve, a cylinder chamber housing the boosting piston, and various control valves is such that the turn-off timing of the needle valve is difficult to control.

## SUMMARY OF THE INVENTION

It is an object of the invention to provide a pressure storage fuel injection system wherein the timing and amount of fuel injected can be precisely controlled.

This object is solved by the system set forth in claim 1. The subclaims are directed to preferred embodiments of the invention. Claims 13 to 16 relate to a method of operating a system according to the invention.

With the structure according to the invention, with the switching of the second directional control valve for piston operation the pressurized fuel from the pressure storage directly flows into the fuel pool in the fuel injection valve to switch the first directional control valve for fuel injection control such as to block the pressure to the fuel chamber for needle valve on-off control and cause draining of the pressurized fuel in the fuel chamber, whereby the needle valve is opened to cause injection of low pressure fuel in the fuel pool, having been pressurized by the sole pressurized fuel in the pressure storage, into the cylinder.

Subsequently, oil hydraulic operating fluid pressure is applied to the boosting piston by the second directional control valve such as to bring about the boosting action of the boosting piston, whereby the pressurized fuel from the pressure storage is further pressurized by the action of the boosting piston to momentarily become high pressure fuel fed to the fuel pool in the fuel injection valve. Then, with the opening of the needle valve the high pressure fuel is injected likewise into the cylinder by the action of the first directional control valve. It is thus possible to obtain improved fuel injection pressure response under transient engine operating conditions.

Further, the controller makes such control as to cause low pressure pilot fuel injection with the sole pressure application by the pressurized fuel in the pressure storage in the initial stage fuel injection and cause the high pressure main fuel injection of high pressure fuel pressurized by the boosting piston subsequent to the pilot fuel injection. It is thus possible to reduce engine noise without sacrifice of the fuel injection performance.

The switching from the low pressure fuel injection to the high pressure one can be obtained momentarily by merely causing the switching of booster operation with the second directional control valve (i.e., three-way electromagnetic valve) with a comparatively simple system, which is obtained by adding to the conventional pressure storage fuel injection system the booster with the boosting piston and the second directional control valve (three-way electromagnetic valve) for switching the booster operation. For example, the system according to the invention permits momentary switching over to high pressure fuel injection under a transient engine operating condition requiring quick acceleration. It is thus possible to obtain great improvement of the response of the fuel injection pressure increase under a transient engine operating condition.

It is thus possible to prevent engine output reduction, generation of black soot, exhaust gas particulation deterioration and other inconveniences that might otherwise result from insufficient fuel injection pressure increase under a transient engine operating condition when quickly accelerating the vehicle.

Further, in the fuel injection in which fuel is injected twice by pilot fuel injection and main fuel injection in one combustion cycle, the pilot fuel injection, i.e., low pressure injection, and the main fuel injection, i.e., high pressure injection, using the booster can be combined as desired. It is thus possible to realize the high output operation while suppressing the engine noise.

Further, the pressure storage side fuel may be under low pressure. This means that low pressure is applied to tubing joint seals, that is, load on the seal members provided by the fuel pressure can be alleviated so that it is possible to eliminate fuel leaks.

## BRIEF DESCRIPTION OF THE DRAWINGS

Fig. 1 is a schematic representation of an embodi-

ment of the pressure storage fuel injection system according to the invention;

Figs. 2(a) to 2(c) are views for explaining operation of fuel injection made with the sole pressure of a pressure storage 36, Fig. 2(a) showing a state before the fuel injection, Fig. 2(b) showing a state at the commencement of the fuel injection, and Fig. 2(c) showing a state at the end of the fuel injection; Fig. 3 shows graphs concerning the fuel injection mode shown in Figs. 2(a) to 2(c);

Figs. 4(a) to 4(d) are views for explaining operation of fuel injection utilizing a booster, Fig. 4(a) showing a state before the fuel injection, Fig. 4(b) showing a state in which boosting is in force, Fig. 4(c) showing a state at the commencement of the fuel injection, Fig. 4(d) showing a state at the end of the fuel injection;

Fig. 5 shows graphs concerning the fuel injection mode shown in Figs. 4(a) to 4(d);

Figs. 6(a) to 6(f) are views for explaining operation pilot fuel injection and main fuel injection with a combination of pressure storage and booster, Fig. 6(a) showing a state before the fuel injection, Fig. 6(b) showing a state at the commencement of the pilot fuel injection, Fig. 6(c) showing a state at the end of the pilot fuel injection, Fig. 6(d) showing a state in which boosting is in force, Fig. 6(e) showing a state at the commencement of the main fuel injection, and Fig. 6(f) showing a state at the end of the fuel injection;

Fig. 7 shows graphs concerning the fuel injection mode shown in Figs. 6(a) to 6(f);

Figs. 8(a) to 8(f) are views for explaining of operation of pilot fuel injection and main fuel injection both brought about with the sole pressure storage, Fig. 8(a) showing a state before the fuel injection, Fig. 8(b) showing a state at the commencement of the pilot fuel injection, Fig. 8(c) showing a state at the end of the pilot fuel injection, Fig. 8(d) showing a state before the main fuel injection, Fig. 8(e) showing a state in which the main fuel injection is in force, and Fig. 8(f) showing a state at the end of the main injection;

Fig. 9 shows graphs concerning the fuel injection mode shown in Figs. 8(a) to 8(f);

Fig. 10 is a schematic representation of a different embodiment of the pressure storage fuel injection system according to the invention;

Fig. 11 is a schematic representation of a prior art pressure storage fuel injection system;

Fig. 12 is a graph showing the relationship among fuel injection pressure (in MPa), fuel consumption be, graphite R, particulation PM and HC when the engine is operated under low and medium speed load conditions;

Fig. 13 is a graph showing fuel injection pressure (in MPa), fuel consumption be, graphite R, particulation PM and HC when the engine is operated un-

der high load;

Fig. 14 is a graph showing the relationship of pressure storage (common rail) pressure to engine crankshaft torque and engine rotation rate in the prior art pressure storage fuel injection system; and Fig. 15 is a graph showing the relation between engine crankshaft torque and engine rotation rate, plot (a) representing the relation obtained with the prior art pressure storage fuel injection system, plot (b) representing the relation obtained with a prior art row type fuel injection pump, plot (c) representing the relation obtained with the pressure storage fuel injection system according to the invention; and Fig. 16 shows graphs concerning a fuel injection mode, in which optimum fuel injection rate control for combustion can be obtained while suppressing initial stage main fuel injection under low or medium load through control of the valve opening timing or valve opening of a three-way electromagnetic valve with a controller.

In the drawings, reference numeral 10 designates a fuel injection valve, 12 a fuel injection port, 14 a fuel pool, 18 a needle valve, 26 a fuel chamber, 28 as pressure application piston, 34 a three-way electromagnetic valve for fuel injection valve, 36 a pressure storage (common rail), 44 a fuel feeding line, 46 a pressure application pump, 100 a pressure storage, 101 a boosting piston, 101a a large diameter part of boosting piston, 101b a small diameter part of boosting piston, 105 a three-way electromagnetic valve for booster, 109 a small diameter fuel chamber, 126 a medium diameter fuel chamber, 125 a large diameter fuel chamber, 108, 111, 112, 113, 119 lines, and 200 a controller.

## DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

Now, embodiments of the invention will be exemplarily described in detail with reference to the drawings. It is to be construed that unless otherwise specified, that the sizes, materials, shapes, relative positions and so forth of parts in the embodiments as described, are given without any sense of limiting the scope of the invention but as mere examples.

Fig. 1 is a schematic showing an embodiment of the pressure storage (common rail) fuel injection system according to the invention applied to an automotive engine, and Figs. 2(a) to 9 are function explanation views and fuel injection mode graphs concerning the same embodiment.

Referring to Fig. 1, designated at 10 is a fuel injection valve assembly, at 52 a fuel pump, at 46 a pressure application pump for pressurizing fuel from the fuel pump 62, at 36 a pressure storage (common rail) for storing pressurized fuel supplied from the pressure application pump 46, and at 200 a controller.

The fuel injection valve assembly 10 includes a nozzle

zle 16 having a row of fuel injection ports 12 provided at the end and a fuel pool 14 for storing to be supplied to each fuel injection port 12.

In the nozzle 16, a needle 18 is slidably accommodated, which controls the communication between the fuel pool 14 and each fuel injection port 12. The needle valve 18 is always biased in the closing direction by a spring 24 via a push rod 22 accommodated in the nozzle holder 20. In the nozzle holder 20, a fuel chamber 26 is formed. In the fuel chamber 26, a piston 28 is slidably fitted, which is coaxial with the needle valve 18 and push rod 22.

The fuel chamber 26 is communicated via a uni-directional valve 30 and an orifice 32 parallel therewith with a first outlet line (control line) of a three-way electromagnetic valve (i.e., controlled fuel injection control valve) 34. The electromagnetic valve 34 further has an inlet line a communicating with a booster 100 to be described later and a second outlet line c communicating with a fuel tank 38. The first outlet line b is selectively communicated with the inlet line a and or the second outlet line c by a valve body which is driven by an electromagnetic actuator 40. When the electromagnetic actuator 40 is de-energized, the inlet line a is communicated with the outlet line b. When the electromagnetic actuator 40 is energized, the first outlet line b is communicated with the second outlet line c. In the nozzle holder 20 and nozzle 16, a fuel line (i.e., fuel supply line) 44 is provided which communicates the fuel pool 14 with the booster 100. Fuel under a high pressure (for instance 20 to 40 MPa) predetermined according to the engine operating condition is supplied from the pressure application pump 46 to the pressure storage 36. The application pump 46 includes a plunger 50 which is driven for reciprocation by an eccentric ring or cam 48 driven in an interlocked relation to the engine crankshaft. Fuel under low pressure, supplied from a fuel tank 38 into a pump chamber 54 of the pump 46 by a fuel pump 52, is pressurized by the plunger 50 to be pumped out through a uni-directional valve 56 to the pressure storage 36.

A spill valve 64 is provided between a discharge side line 58 of the pump chamber 54 of the pressure application pump and a withdrawal side line 60 of the fuel pump 52, and is on-off operated according to an electromagnetic actuator 62. The electromagnetic actuator 62, the electromagnetic valve 40 for the three-way electromagnetic valve 34 and an actuator 114 for the booster 100 to be described later are controlled by the controller 200.

The controller 200 controls the electromagnetic actuators 40 and 62 and the booster actuator 114 according to outputs of a cylinder discriminator 68 for discriminating the individual cylinders of multiple cylinder engine, an engine rotation rate/crank angle detector 70, an engine load detector 72 and a fuel pressure sensor 74 for detecting the fuel pressure in the pressure storage 36 as well as, if necessary, such auxiliary information 76 as detected and predetermined signals representing

atmospheric temperature and pressure, fuel temperature, etc. affecting the engine operating condition. Designated at 100 is the booster, at 105 a three-way electromagnetic valve (i.e., second directional control valve for piston operation) for the booster 100, and at 114 an electromagnetic actuator for controlling the three-way electromagnetic valve 105.

The booster 100 includes a boosting piston 101 having a large diameter piston 101a and a small diameter piston 101b smaller in diameter, a large diameter cylinder 106 in which the large diameter piston 101a is inserted, a small diameter cylinder 107 in which the small diameter piston 101b is inserted, a large diameter side return spring 104, and a small diameter side return spring 103. The large and small diameter pistons 101a and 101b may be separate parts, which is more convenient for manufacture.

Designated at 110 is an outlet line (i.e., fuel supply line) of the pressure storage 36. This outlet line 110 branches into three lines, i.e., a line (second line) 111 leading to a first port 105a of three-way electromagnetic valve 105 for the booster, a line (first line) 108 communicating with a large diameter fuel chamber (one of division chambers) 125 occupied by the large diameter piston 101a of the boosting piston, and a line (fuel supply line) 119 communicating with a small diameter fuel chamber (i.e., first cylinder chamber) 109 occupied by the small diameter piston 101b.

Designated at 112 is a line communicating a second port 105b of the three-way electromagnetic valve 105 and a middle fuel chamber (the other one of the division chambers) 104 occupied by the back surface of the large diameter piston 101a. Designated at 113 is a drain line communicating a third port 105c of the three-way electromagnetic valve 105 and the fuel tank 38. Where an oil hydraulic circuit for supplying oil hydraulic operating fluid pressure to the booster 100 is provided independently of the high pressure fuel in the pressure storage 36, it is necessary to separately provide an operating fluid tank and a pressure application pump.

An opening 121 of the line 119 to the small fuel chamber 109 is located at a position such that it can be opened and closed by the end face 122 of the small diameter piston 101b. In the case of a multi-cylinder engine as in this embodiment, the booster 100 and fuel injection valve 10 are provided for each cylinder, while the pressure storage 36 is common to each cylinder and communicated through an outlet line 10 provided for each cylinder to each booster 100.

The operation of this embodiment of the pressure storage fuel injection system will now be described.

First, when the plunger 50 of the pressure application pump 46 is driven by the eccentric ring or cam 48 which is driven in an interlocked relation to the engine crankshaft, fuel fed under low pressure, fed to the pump chamber 54 by the feed pump 52, is pressurized to a predetermined high pressure before being fed to the pressure storage 36.

According to the engine operating condition, the controller 200 outputs a drive output to the electromagnetic actuator 62 to on-off operate the spill valve 64, which thus controls the fuel pressure in the pressure storage 36 to a predetermined high pressure (for instance 20 to 40 MPa). Meanwhile, a detection signal representing the fuel pressure in the pressure storage 36 is fed back from the sensor 74 to the controller 200.

When the boosting piston 101 is inoperative (i.e., at the left end position), the pressurized fuel in the pressure storage 36 is fed through the fuel line 119 and small diameter fuel chamber 109 to the fuel injection valve 10 and thence through the fuel line 44 to the fuel pool 14 to push the needle valve 18 upward, i.e., in an opening direction. When the fuel injection valve 10 is inoperative, the electromagnetic actuator 40 for the three-way electromagnetic valve 34 is held de-energized. In this state, the inlet fuel line a and first outlet fuel line b are in communication with each other, and high pressure fuel in the pressure storage in the pressure storage 36 is fed through the uni-directional valve 30 and orifice 32 to the fuel chamber 26.

In this state, the piston 28 in the fuel chamber 26 is held pushed downward by the fuel pressure in the chamber 26, and a valve closing force which is the sum of the push-down force based on the fuel pressure and the spring force of the spring 24 is applied via the push rod 22 to the needle valve 18. The needle valve 18 is thus held in the closed position as illustrated. This is so because the area in which the fuel pressure acting downward on the piston 28 is received is set to be sufficiently large compared to the area in which the fuel pressure acting upward on the needle valve 18 is received, and further the downward spring force of the spring 24 is acting additionally.

When the electromagnetic actuator 40 is energized subsequently by the drive output of the controller 200, the communication between the inlet fuel line a and the first outlet fuel line b is blocked, and instead the first and second outlet fuel lines b and c are communicated with each other. As a result, the fuel chamber 26 is communicated through the orifice 32 and second outlet fuel line c with the fuel tank 38, thus removing the fuel pressure having been acting on the piston 28. Thus, the spring force of the spring 24 surpasses the upward fuel pressure acting on the needle valve 18, thus opening the needle valve 18 to cause high pressure fuel in the fuel pool 14 to be injected through the fuel injection port 12 into the cylinder.

After a predetermined period of time determined according to the engine operating condition, the controller 200 de-energizes the electromagnetic actuator 40 to communicate the inlet and first outlet fuel lines a and b of the three-way electromagnetic valve 34 with each other, thus applying the fuel pressure in the pressure storage 36 to the piston 28. As a result, the needle valve 18 is closed, thus bringing an end to the fuel injection.

Now, the operation of the fuel injection system, us-

ing the booster 100 and pressure storage 36 in combination, will be described with reference to Figs. 2(a) to 6(f).

In the following description, the three-way electromagnetic valve 34 for fuel injection valve and that 105 for booster, are switched by control signals provided from the controller 200 to the actuators 40 and 114 for the respective electromagnetic valves.

- (1) Fuel injection based on sole pressure in pressure storage (Figs. 2(a) to 2(c))

In this mode, the fuel lines 111 and 112 are held in communication with each other by the three-way electromagnetic valve 105.

The pressurized fuel in the pressure storage 36 is thus introduced into all of the large, medium and small diameter fuel chambers 125, 126 and 109 of the booster 100, and the boosting piston 101 is held inoperative at the left end position in Fig. 1.

#### (a) State before fuel injection (Fig. 2(a))

In this state, the fuel lines a and b are held in communication with each other by the three-way electromagnetic valve 34. Pressurized fuel is thus led from the small diameter fuel chamber 109 in the booster 100 through the electromagnetic valve 34, orifice 32 and uni-directional valve 30 to the fuel chamber 26 in the fuel injection valve to push the piston 28 against the needle valve 18. The needle valve 18 thus is not opened.

#### (b) State at commencement of fuel injection (Fig. 2(b))

This state is brought about when the fuel lines b and c are communicated with each other by the three-way electromagnetic valve 34. Thus, fuel in the fuel chamber 26 is discharged through the fuel line c to the fuel tank 38 to remove the fuel pressure having been applied to the piston 28.

Meanwhile, pressurized fuel is led to the small diameter fuel chamber 109 of the booster 100 and thence fed through the fuel line 44 to the fuel pool 14, thus pushing the needle valve 18 upward to cause fuel injection through the fuel injection port 12 into the cylinder.

#### (c) State at end of fuel injection (Fig. 2(c))

This state is brought about when the fuel lines a and b are communicated with each other by the three-way electromagnetic valve 34. Thus, pressurized fuel is introduced into the fuel chamber 26 to act on the piston 28, thus closing the needle valve 18 to bring about the same state as before the fuel injection shown in Fig. 2(a).

The graphs in Fig. 3 illustrate the fuel injection mode

(1) shown in Figs. 2(a) to 2(c).

(2) Fuel injection based on sole booster 100 (Figs. 4(a) to 4(d))

(a) State before fuel injection (Fig. 4(a))

In this state, the fuel lines 111 and 112 are held in communication with each other by the three-way electromagnetic valve 105. That is, the electromagnetic valve 105 at this time is in the same state as in the above mode (1), and thus the boosting piston 101 is held inoperative.

Also, the fuel lines a and b are held in communication with each other by the three-way electromagnetic valve 34; that is, the electromagnetic valve 34 is in the same state as the state in (a) in the mode (1), and the needle valve 18 is thus held pushed against the valve seat by the piston 28 and closed.

(b) State of boosting by booster (Fig. 4(b))

Now, the fuel lines 112 and 113 are communicated with each other by the three-way electromagnetic valve 105, while the fuel lines a and b are communicated with each other by the three-way electromagnetic valve 34.

Pressurized fuel is thus led out from the pressure storage 36 through the fuel lines 110 and 108 to enter the large diameter fuel chamber 125 and act on the large diameter part 101a of the boosting piston.

Meanwhile, pressurized fuel in the medium diameter fuel chamber 126 is discharged through the fuel line 112, three-way electromagnetic valve 105 and fuel line 113 to the tank 118, and thus the boosting piston 101 is pushed in the direction of arrow Z, thus closing the fuel line 119 with the end face 101c of the small diameter part 101b of the piston to pressurize the fuel in the small diameter fuel chamber 109 to a higher pressure.

This increased pressure fuel is led through the fuel line a three-way electromagnetic valve 34 and the fuel line b into the fuel chamber 26 to push the piston 28, thus holding the needle valve 18 closed.

(c) State at commencement of fuel injection (Fig. 4(c))

This state is brought about when the fuel lines b and c are communicated with each other by the three-way electromagnetic valve 34 with the three-way electromagnetic valve 105 held in the same state as in the above state (b). Fuel in the fuel chamber 26 is thus discharged through the fuel line b, electromagnetic valve 34 and fuel line c to the tank 38, and the fuel pressure loaded on the needle valve 18 is released.

Since in the process (b) above the fuel boosted to a higher pressure than the pressure of the high pressure fuel in the pressure storage

36 has been led through the fuel line 44 to the fuel pool 14, it upwardly pushes and opens the needle valve 18 to cause the boosted pressure fuel injection through the fuel injection port 12 into the cylinder.

(d) State after end of fuel injection (Fig. 4(d))

This state is brought about when the fuel lines a and b are communicated with each other by the three-way electromagnetic valve 34 with the three-way electromagnetic valve 105 held in the same state as in the above state (c).

Thus, high pressure fuel in the small diameter fuel chamber 109 is introduced into the fuel chamber 26 to act on the piston 28. The needle valve 18 is thus closed by the spring force of the spring 24, thus bringing an end to the fuel injection. After the end of the fuel injection, the controller 200 switches the three-way electromagnetic valve 105 to quickly restore the state (a) so as to be ready for the next fuel injection cycle.

The graphs in Fig. 5 illustrate the fuel injection mode (2) shown in Figs. 4(a) to 4(d).

Suitably, fuel injection is controlled such that the fuel injection with the sole pressure in the pressure storage 36 as shown in Figs. 2(a) to 2(c) and 3 is utilized or engine operation from idling to low and medium load torque and that the fuel injection by making use of the booster 100 as shown in Figs. 4(a) to 4(d) and 5 is utilized for engine operation with medium and high load torque.

Suitably, the pressure in the pressure storage 36 is set to 20 to 40 MPa, preferably 25 to 30 MPa, and the boosting pressure of the booster 100 is set to about 70 to 120 MPa, preferably 70 to 80 MPa.

Fig. 12 shows the relationship among the fuel injection pressure (MPa), fuel consumption rate be, soot R, particulation PM and HC respectively when the engine is operated under 40 % load and 100 %, about 80 % and about 60 % of the maximum rotation rate (i.e., 2,700, 2,200 and 1,600 rpm, respectively). It will be seen from the graph that when the engine is operated under low and medium load torque and also 60 % of the rotation rate, the fuel injection pressure is suitably set to 20 to 40 MPa, preferably 25 to 30 MPa, that is, it is satiable to set the pressure in the pressure storage 36 in the pressure range noted above.

Fig. 13 shows respectively the relationship among the fuel injection pressure (MPa), be, R, PM and HC when the engine is operated under 95 % load and 100 %, about 80 % and about 60 % of the maximum rotation rate (i.e., 2,700, 2,200 and 1,600 rpm, respectively). It will be seen from the graph that when the engine is operated under high load torque and also 60 % of the rotation rate, the fuel injection pressure is suitably set to 70 MPa or above, spe-

cifically about 70 to 120 MPa. However, by excessively increasing the boosting pressure, engine noise is increased proportionally. For this reason, the boosting pressure is suitably set to around 70 to 120 MPa, preferably 70 to 80 MPa.

Further, in this embodiment, unlike the pressure storage fuel injection system shown in Fig. 11 described before, there is no need of greatly increasing the pressure storage (common rail) pressure. Thus, even when quickly increasing pressure from low pressure fuel injection (with fuel injection pressure of 20 MPa) under low load to high pressure fuel injection (with fuel injection pressure of 90 MPa) under high load, it is possible to quickly raise the fuel injection pressure as shown by plot (c) in Fig. 15, and there is no possibility of engine output shortage under a transient engine operating condition when quickly accelerating the vehicle due to a delay of engine rotation rate.

Further, as shown in Fig. 16, the controller 200 may control the opening timing and opening degree of the three-way electromagnetic control valve 105 with a combination of the fuel injection modes shown in Figs. 3 and 5. In this case, it is possible to make the fuel injection factor dull through control of the lift timing of the needle valve. This may be done when it is desired to have the initial pressure in the main fuel injection to be slightly higher than the pressure storage pressure. In other words, under low or medium load optimum fuel injection factor control for the combustion may be obtained while suppressing the initial state main fuel injection.

Not only with this embodiment of the pressure storage fuel injection system but also with the general pressure storage fuel injection system, the engine noise is greatly increased compared to the case of the prior art row type fuel injection pump.

To obviate this drawback, according to the invention commonly called pilot fuel injection, in which the needle valve 18 is slightly shifted, is made prior to main fuel injection under a low speed engine operating condition for reducing noise. (In this case, fuel injection is made twice, i.e. the pilot fuel injection and main fuel injection, in one combustion cycle.)

Now, the function of the embodiment obtainable when the pilot fuel injection is made in combination will be described.

(3) Pilot fuel injection with pressure storage pressure and main fuel injection with booster (Figs. 6(a) to 6(d))

(a) State before fuel injection (Fig. 6(a))

In this state, the fuel lines 111 and 112 are held in communication with each other by the three-way electromagnetic valve 105, and also the fuel lines a and b are held in communication with each other by the three-way electromag-

netic valve 34.

This state is the same as the state before the fuel injection in the above modes (1) and (2).

(b) State at commencement of pilot fuel injection (Fig. 6(b))

The three-way electromagnetic valve 34 is switched to communicate the fuel Lines b and c with each other with the fuel lines 111 and 112 held in communication with each other by the three-way electromagnetic valve 105 as in the state (a) above. This state is the same as the state (b) at the commencement of the fuel injection with the booster 36 in the above case (1), and pressurized fuel from the pressure storage 36 is led through the small diameter fuel chamber 109 in the booster 100, fuel line 44 and fuel pool 14 to be injected through the fuel injection port 12 into the cylinder.

(c) State at the end of the pilot fuel injection (Fig. 6(c))

At this moment, like the states (a) and (b) above, the fuel lines 111 and 112 are held in communication with each other by the three-way electromagnetic valve 105. This state is brought about when the three-way electromagnetic valve 34 is switched to communicate the fuel lines a and b with each other.

This state is the same as the state (c) in the mode (1), and thus pressurized fuel is introduced at this time into the fuel chamber 26 to push the piston 28 to close the needle valve 18, thus bringing an end to the pilot fuel injection.

(d) State of boosting with booster (Fig. 6(d))

In this state, the fuel lines 112 and 113 are held in communication with each other by the three-way electromagnetic valve 105, while the fuel lines a and b are held in communication with each other by the three-way electromagnetic valve 34.

This state is the same as the state (b) in the mode (1). Thus, fuel which has been boosted to a higher pressure by the boosting piston 101 is led to the fuel pool 14 in the fuel injection valve, so that the needle valve 18 is pushed against the valve seat and held closed by the pressure application piston 26.

(e) State at commencement of main fuel injection (Fig. 6(e))

At this time, the fuel lines 112 and 113 are communicated with each other by the three-way electromagnetic valve 105, and the fuel lines b and c are communicated with each other by the three-way electromagnetic valve 34.

This state is the same as the state (c) in the mode (2), and fuel in the fuel chamber 26 in the fuel injection valve is discharged to the tank 38 to open the needle valve 18, whereupon fuel

having been boosted by the booster 100 to be higher in pressure than the high pressure fuel in the pressure storage 36 is injected through the fuel injection port 12 into the cylinder.

(f) State at end of main fuel injection (Fig. 6(f))

This state is brought about when the three-way electromagnetic valve 34 is switched to communicate the fuel lines a and b with each other with the three-way electromagnetic valve 105 held in the same state as in the above state (e).

This state is the same as the state (d) in the mode (2), and boosted pressure fuel from the booster 100 is introduced into the fuel chamber 26 in the fuel injection valve to act on the piston 28, thus opening the needle valve 18.

The graphs in Fig. 7 illustrate the fuel injection mode with the combination of the pilot fuel injection with the pressure storage 36 and the boosted pressure main fuel injection with the booster 100 as described before in connection with Figs. 6(a) to 6(f).

Referring to the Figure, the pilot fuel injection with the booster 100 is made for a period from point (b) to point (c), and the boosted pressure main fuel injection with the booster 100 is made for a period from point (e) to (f).

(4) Pilot fuel injection based on sole booster and main fuel injection (Figs. 8(a) to 8(f))

In this case, like the above case (1), the fuel lines 111 and 112 are held in communication with each other by the three-way electromagnetic valve 105 to hold the booster 100 inoperative.

(a) State before fuel injection (Fig. 8(a))

This state is the same as the state (a) in the mode (1), with the fuel lines a and b held in communication with each other by the three-way electromagnetic valve 34 so that the needle valve 18 is held closed by the pushing force of the piston 28.

(b) State at commencement of pilot fuel injection (Fig. 8(b))

This state is the same as the state (b) in the mode (1). This state is brought about when the fuel lines b and c are communicated with each other by the three-way electromagnetic valve 34. Thus, fuel pressure acting on the piston 28 is released to open the needle valve 18, thus causing fuel injection from the pressure storage 36 into the cylinder.

(c) State at end of pilot fuel injection (Fig. 8(c))

This state is the same as the state (c) in the mode (1). This state is brought about when the fuel lines a and b are communi-

cated with each other by the three-way electromagnetic valve 34. Pressurized fuel from the pressure storage 36 is thus caused to act on the piston 28 so as to open the needle valve 18.

Subsequently, the main fuel injection based on the sole pressure storage 36 is brought about in the sequence of (d) to (f) described below. This sequence is the same as in the pilot fuel injection in (a) to (c) described above.

In this case, however, the controller 200 controls the amount of fuel injected and period of fuel injection to be greater and longer than those in the pilot fuel injection.

(d) State before main fuel injection (Fig. 8(d))

In this state, the fuel lines a and b are held in communication with each other by the three-way electromagnetic valve 34 to hold the needle valve 18 closed.

(e) State of main fuel injection (Fig. 8(e))

This state is brought about when the fuel lines b and c are communicated with each other by the three-way electromagnetic valve 34 to open the needle valve 18, thus causing fuel injection from the pressure storage 36.

(f) State at end of main fuel injection (Fig. 8(f))

This state is brought about when the fuel lines a and b are communicated with each other by the three-way electromagnetic valve 34 to close the needle valve 18.

The graphs in Fig. 9 illustrate the fuel injection mode with the combination of the pilot fuel injection with the sole pressure storage pressure and the main fuel injection in (a) to (f) as described above.

The controller 200 switches the modes of fuel injection in the modes (1) to (4) described above over to one another in accordance with the engine operating condition.

Specifically, during idling and under low load the fuel injection mode (1) or (4) is selected, that is, low pressure fuel injection with the sole pressure of the pressure storage 36 is made. Under a predetermined high load and above, the booster 100 is operated for engine operation control, that is, making fuel injection in the mode (3). In other words, the fuel injection is made as the combination of the initial stage low pressure pilot fuel injection and the high pressure main fuel injection.

With the above fuel injection system, the three-way electromagnetic valve permits momentary switching of low pressure fuel injection based on the pressure storage pressure over to the high pressure fuel injection making use of the booster. It is thus possible to greatly

improve the response under transient engine operating condition.

Further, by combining the low pressure pilot fuel injection and the high pressure fuel injection making use of the booster, it is possible to greatly reduce the engine noise level.

Fig. 10 is a schematic representation of a different embodiment of the pressure storage fuel injection system according to the invention. This embodiment corresponds to claim 14.

This embodiment will be described mainly in connection with its difference from the preceding embodiment shown in Fig. 1. Reference numeral 100 designates a booster, 105 a three-way electromagnetic valve for the booster (i.e., second directional control valve for piston operation), and 114 an electromagnetic actuator for controlling the three-way electromagnetic valve 105.

The booster 100, like that in the embodiment of Fig. 1, includes a boosting piston 101 having a large diameter piston 101a and a small diameter piston 101b which is smaller than the large diameter piston 101a as one body, a large diameter cylinder 106 in which the large diameter piston 101a is inserted, a small diameter cylinder 107 in which the small diameter piston 101b is inserted, a large diameter side return spring 104, and a small diameter side return spring 103.

Reference numeral 110 designates an outlet fuel line (fuel feeding line) of a pressure storage 36. This fuel line 110 is different from that in the previous embodiment in that it is branched into two fuel lines, i.e., a fuel line (second fuel line) 111 led to a first port 105a of the three-way electromagnetic valve 105 for the booster and a fuel line (fuel feeding line) 119 communicated with a small diameter fuel chamber (first cylinder chamber) 109 defined by the small diameter piston 101b of the boosting piston 101. Unlike the previous embodiment, the outlet fuel line 110 is not communicated with the first fuel line 108 which is communicated with the large diameter fuel chamber (one of sub-chambers) 125 defined by the large diameter part 101a of the boosting piston 101.

The first fuel line 108 is independently communicated with the second port 105b of the three-way electromagnetic valve 105.

A fuel line (i.e., third fuel line) 112B which is communicated with a medium diameter fuel chamber (i.e., other sub-chamber) 126 defined by the back of the large diameter part 101a of the boosting piston 101, unlike the previous embodiment, is not communicated with the second port 105b of the three-way electromagnetic valve 105 but is communicated with a fuel tank 38, that is, open to atmosphere.

With this structure, by bringing about communication between the first and second ports 105a and 105b of the three-way electromagnetic valve 105, i.e., communication between the outlet fuel line 110 of the pressure storage 36 and the first fuel line 108, thus leading the oil hydraulic operating fluid pressure (i.e., fuel pressure) in the pressure storage 36 to the large diameter

fuel chamber 125, the large diameter piston 101a of the boosting piston 101 is moved, that is, the boosting piston 101 is operated, thus obtaining the boosting of the fuel pressure.

In addition, by switching the three-way electromagnetic valve 105 to communicate the second port 105b and the fuel draining line 113, the oil hydraulic operating fluid pressure (i.e., fuel pressure) in the large diameter fuel chamber 125 can be removed to the fuel tank side. Further, since the medium diameter fuel chamber (i.e., other sub-chamber) 126 which is located on the opposite side of the large diameter part 101a of the boosting piston 101 is communicated through the third fuel line 112B with the fuel tank 38, i.e., open to atmosphere, the movement of the large diameter part 101a can be prohibited to render the boosting piston 101 inoperative.

Thus, with this embodiment the same effects as in the previous embodiment are obtainable.

## Claims

1. A pressure storage fuel injection system, comprising:

fuel feeding means (46) supplying fuel at a predetermined pressure,  
a pressure storage (36) for storing fuel supplied by the fuel feeding means in a pressurised state,  
a fuel feeding line (44, 110, 121) connecting the pressure storage and a fuel pool (14) provided in a fuel injection valve (10) for fuel to be injected,  
a fuel control line (a, b) branching from the fuel feeding line and leading to a fuel chamber (26) formed to control a needle valve (18) in the fuel injection valve on or off,  
a first directional control valve (34) provided in the fuel control line (a, b) for fuel injection control,  
a first cylinder chamber (109) formed in the fuel feeding line,  
a boosting piston (101) for reducing the volume of the first cylinder chamber (109) to boost the fuel pressure in the fuel feeding line, downstream of the first cylinder chamber,  
oil hydraulic pressure applying means (108, 111, 112, 113, 125, 126) for applying an oil hydraulic pressure to the boosting piston (101),  
a second directional control valve (105) for switching said oil hydraulic pressure on or off, thus driving the boosting piston, and  
a controller (200) for providing control signals to the first and second directional control valves (34, 105) to control the operation of the needle valve (18) and the operation of the boosting piston (101),

- characterised in that said first cylinder chamber (109) is formed in a portion of the fuel feeding line upstream of the branching of the fuel control line (a, b) from the fuel feeding line (44, 110, 121) to allow the first directional control valve (34) in the fuel control line (a, b) to control fuel injection by applying a fuel pressure to the fuel chamber (26) so as to close the needle valve (18) or by ceasing fuel pressure application to the fuel chamber (26) so as to open the needle valve (18).
2. A system according to claim 1, wherein the boosting piston (101) includes:
    - a small diameter part (101b) slidable in the first cylinder chamber (109);
    - a large diameter part (101a) slidably disposed in a second cylinder chamber (125) formed adjacent the first cylinder chamber (109), and operatively coupled to the small diameter part (101b).
  3. A system according to claim 2, wherein a spring (103, 104) is accommodated in at least one of the first and second cylinder chambers (109, 125) for biasing the small diameter part (101b) of the boosting piston in a direction of increasing the volume of the first cylinder chamber (109).
  4. A system according to claim 3, wherein said spring (103, 104) is accommodated in the first cylinder chamber (109).
  5. A system according to any of claims 2 to 4, wherein the small diameter part (101b) and the large diameter part (101a) of the boosting piston are separate parts.
  6. A system according to any of claims 2 to 5, wherein the second cylinder chamber (125) is partitioned by the large diameter part of the boosting piston into two sub-chambers (125, 126), one (125) being not adjacent to the first cylinder chamber (109), the other (126) being adjacent to the first cylinder chamber.
  7. A system according to any of claims 2 to 6, wherein the oil hydraulic pressure applying means is operable to introduce the oil hydraulic pressure to one sub-chamber (125, 126) in the second cylinder chamber to cause sliding of the large diameter part (101a) of the boosting piston with a pressure corresponding to the area difference between the large and small diameter parts (101a, b) such as to reduce the volume of the first cylinder chamber (109), thus boosting the fuel pressure in the fuel feeding line, downstream of the first cylinder chamber.
  8. A system according to claim 6, wherein the oil hydraulic pressure applying means includes a first oil hydraulic line (108) for applying the oil hydraulic pressure to said one sub-chamber (125) and a second oil hydraulic line (111, 112) for applying the oil hydraulic pressure to the other sub-chamber (126), the second directional control valve (105) being provided in the second oil hydraulic line (111, 112) for applying the operating fluid pressure to the other sub-chamber (126) so as to prohibit the sliding of the large diameter part (101a) of the boosting piston and thus render the boosting piston inoperative or ceasing the operating fluid pressure application to the other sub-chamber (126) so as to allow sliding of the large diameter part of the boosting piston and thus render the boosting piston operative for boosting the fuel pressure.
  9. A system according to claim 6, wherein the oil hydraulic pressure application means includes a first oil hydraulic line for applying operating fluid pressure to said one sub-chamber (125) and a third oil hydraulic line (113) for communicating the other sub-chamber (126) with atmosphere, the operating fluid pressure application to the one sub-chamber (125) being caused to allow sliding of the large diameter part (101a) of the boosting piston and thus render the boosting piston operative for boosting the fuel pressure And being ceased to prohibit sliding of the large diameter portion of the boosting piston and render the boosting piston inoperative.
  10. A system according to any of claims 7 to 9, wherein the oil hydraulic pressure in the oil hydraulic pressure applying means is the fuel pressure in the fuel feeding line (110) on the upstream side of the first cylinder chamber (109) to which the pressure is introduced through an oil hydraulic circuit, or in the pressure storage (36).
  11. A system according to any of claims 7 to 9, wherein the oil hydraulic fluid in the oil hydraulic pressure applying means is other than fuel and pumped out by a pressure application pump provided separately from the fuel feeding means to generate the oil hydraulic pressure.
  12. A system according to any of claims 1 to 11, wherein the first cylinder chamber (109) is formed as an increased sectional area portion of the fuel feeding line (121), the outlet of the fuel feeding line to the first cylinder chamber being opened when the boosting piston (101) is rendered inoperative and closed when the boosting piston is rendered operative.
  13. An operation method of a pressure storage fuel injection system according to any of claims 1 to 12, wherein said controller (200) provides a control sig-

nal to the first directional control valve (34) to cause low pressure injection at an inoperative state of the boosting piston (101) and provides control signals to the first and second directional control valves (34, 105) to cause high pressure fuel injection at an operative state of the boosting piston (101). 5

14. A method according to claim 13, wherein the controller (200) detects at least the engine load as an engine operating condition and causes low pressure fuel injection under a low load engine operating condition and high pressure fuel injection under a high load engine operating condition. 10

15. A method according to claim 13 or 14, wherein the controller (200) controls fuel injection by switching the fuel injection pressure such that small amount fuel injection as a pilot fuel injection and large amount fuel injection as a main fuel injection are made in one combustion cycle. 15 20

16. A method according to any of claims 13 to 15, wherein the controller (200) causes small amount fuel injection as a pilot fuel injection in the low pressure fuel injection mode and subsequent large amount fuel injection as a main fuel injection in accordance with the engine operating condition with low pressure fuel injection being caused under a low load engine operating condition and high pressure fuel injection being caused under a high load engine operating condition. 25 30

#### Patentansprüche

1. Druckspeicher-Kraftstoffeinspritzsystem, aufweisend:

eine Kraftstoffzuführeinrichtung (46) zur Lieferung von Kraftstoff bei einem vorbestimmten Druck, 40  
einen Druckspeicher (36), um unter Druck von der Kraftstoffzuführeinrichtung gelieferten Kraftstoff zu speichern, 45  
eine Kraftstoffzuführleitung (44, 110, 121), die den Druckspeicher und einen in einem Kraftstoffeinspritzventil (10) für einzuspritzenden Kraftstoff vorgesehenen Kraftstoffpool (14) verbindet, 50  
eine Kraftstoffsteuerleitung (a, b), die von der Kraftstoffzuführleitung abzweigt und zu einer Kraftstoffkammer (26), um ein Nadelventil (18) in dem Kraftstoffeinspritzventil auf- oder zuzusteuern, führt, 55  
ein erstes Wegeventil (34) in der Kraftstoffsteuerleitung (a, b) zur Steuerung der Kraftstoffeinspritzung,  
eine erste Zylinderkammer (109) in der Kraft-

stoffzuführleitung,  
einen Verstärkungskolben (101) zur Verringerung des Volumens der ersten Zylinderkammer (109), um den Kraftstoffdruck in der Kraftstoffzuführleitung stromabwärts der ersten Zylinderkammer zu erhöhen,  
eine ölhydraulische Druckeinrichtung (108, 111, 112, 113, 125, 126) zum Anlegen eines ölhydraulischen Drucks an den Verstärkungskolben (101),  
ein zweites Wegeventil (105) zum Ein- oder Ausschalten des ölhydraulischen Drucks und somit zum Ansteuern des Verstärkungskolbens, und  
eine Steuerung (200) zur Lieferung von Steuersignalen an das erste und das zweite Wegeventil (34, 105), um den Betrieb des Nadelventils (18) und den Betrieb des Verstärkungskolbens (101) zu steuern,

dadurch **gekennzeichnet**, daß die erste Zylinderkammer (109) in einem Abschnitt der Kraftstoffzuführleitung stromaufwärts der Abzweigung der Kraftstoffsteuerleitung (a, b) von der Kraftstoffzuführleitung (44, 110, 121) eingerichtet ist, um das erste Wegeventil (34) in der Kraftstoffsteuerleitung (a, b) die Kraftstoffeinspritzung steuern zu lassen, indem die Kraftstoffkammer (26) mit einem Kraftstoffdruck beaufschlagt wird, so daß sich das Nadelventil (18) schließt, oder indem mit dem Kraftstoffdruck der Kraftstoffkammer (26) nachgelassen wird, so daß sich das Nadelventil (18) öffnet.

2. System nach Anspruch 1, wobei der Verstärkungskolben (101) beinhaltet:

ein in der ersten Zylinderkammer (109) gleitend angeordnetes Teil (101b) kleinen Durchmessers,  
ein in einer der ersten Zylinderkammer (109) benachbarten zweiten Zylinderkammer (125) gleitend angeordnetes Teil (101a) großen Durchmessers, das mit dem Teil (101b) kleinen Durchmessers gekoppelt ist.

3. System nach Anspruch 2, wobei in der ersten und/oder der zweiten Zylinderkammer (109, 125) eine Feder (103, 104) angeordnet ist, um das Teil (101b) kleinen Durchmessers des Verstärkungskolbens in Richtung einer Volumenvergrößerung der ersten Zylinderkammer (109) zu treiben.

4. System nach Anspruch 3, wobei die Feder (103, 104) in der ersten Zylinderkammer (109) angeordnet ist.

5. System nach einem der Ansprüche 2 bis 4, wobei das Teil (101b) kleinen Durchmessers und das Teil

(101a) großen Durchmessers des Verstärkungskolbens getrennte Teile sind.

6. System nach einem der Ansprüche 2 bis 5, wobei die zweite Zylinderkammer (125) durch das Teil großen Durchmessers des Verstärkungskolbens in zwei Unterkammern (125, 126) unterteilt ist, von denen eine (125) der ersten Zylinderkammer (109) nicht benachbart und die andere (126) der ersten Zylinderkammer benachbart ist.
7. System nach einem der Ansprüche 2 bis 6, wobei die ölhydraulische Druckeinrichtung eingerichtet ist, den ölhydraulischen Druck an eine Unterkammer (125, 126) der zweiten Zylinderkammer anzulegen, um ein Gleiten des Teils (101a) großen Durchmessers des Verstärkungskolbens mit einem der Flächendifferenz zwischen den Teilen (101a,b) großen und kleinen Durchmessers entsprechenden Druck so gleiten zu lassen, daß das Volumen der ersten Zylinderkammer (109) verringert wird und somit der Kraftstoffdruck in der Kraftstoffzufuhrleitung, stromabwärts der ersten Zylinderkammer erhöht wird.
8. System nach Anspruch 6, wobei die ölhydraulische Druckeinrichtung eine erste Ölhydraulikleitung (108) zum Anlegen eines ölhydraulischen Drucks an die genannte eine Unterkammer (125) und eine zweite Ölhydraulikleitung (111, 112) zum Anlegen des ölhydraulischen Drucks an die andere Unterkammer (126) aufweist und das zweite Wegeventil (105) in der zweiten Ölhydraulikleitung (111, 112) eingerichtet ist, Betriebsmitteldruck an die andere Unterkammer (126) anzulegen, so daß ein Gleiten des Teils (101a) großen Durchmessers des Verstärkungskolbens verhindert und der Verstärkungskolben somit außer Betrieb gesetzt wird, oder mit dem Anlegen von Betriebsmitteldruck an die andere Unterkammer (126) nachzulassen, so daß ein Gleiten des Teils großen Durchmessers des Verstärkungskolbens erlaubt und der Verstärkungskolben somit zur Erhöhung des Kraftstoffdrucks in Betrieb gesetzt wird.
9. System nach Anspruch 6, wobei die ölhydraulische Druckeinrichtung eine erste Ölhydraulikleitung zum Anlegen von Betriebsmitteldruck an die genannte eine Unterkammer (125) und eine dritte Ölhydraulikleitung (113) zur Verbindung der anderen Unterkammer (126) mit der Atmosphäre umfaßt, das Anlegen des Betriebsmitteldrucks an die genannte eine Unterkammer (125) das Gleiten des Teils (101a) großen Durchmessers des Verstärkungskolbens erlaubt und somit den Verstärkungskolben zum Erhöhen des Kraftstoffdrucks in Betrieb setzt, und wobei mit dem Anlegen von Betriebsmitteldruck an die genannte eine Unterkammer nachgelassen wird,

um ein Gleiten des Teils großen Durchmessers des Verstärkungskolbens zu verhindern und den Verstärkungskolben außer Betrieb zu setzen.

10. System nach einem der Ansprüche 7 bis 9, wobei der ölhydraulische Druck in der ölhydraulischen Druckeinrichtung der Kraftstoffdruck in der Kraftstoffzufuhrleitung (110) stromaufwärts der ersten Zylinderkammer (109), der Druck über einen ölhydraulischen Kreis zugeführt wird, oder in dem Druckspeicher (36) ist.
11. System nach einem der Ansprüche 7 bis 9, wobei das ölhydraulische Betriebsmittel in der ölhydraulischen Druckeinrichtung vom Kraftstoff verschieden ist und durch Pumpen einer getrennt von der Kraftstoffzufuhreinrichtung vorgesehenen Druckpumpe unter Erzeugung des ölhydraulischen Drucks geliefert wird.
12. System nach einem der Ansprüche 1 bis 11, wobei die erste Zylinderkammer (109) als Abschnitt vergrößerter Querschnittsfläche der Kraftstoffzufuhrleitung (121) ausgebildet ist und der Auslaß der Kraftstoffzufuhrleitung zur ersten Zylinderkammer bei außer Betrieb gesetztem Verstärkungskolben (101) geöffnet und bei in Betrieb gesetztem Verstärkungskolben geschlossen wird.
13. Verfahren zum Betrieb eines Druckspeicher-Kraftstoffeinspritzsystems nach einem der Ansprüche 1 bis 12, wobei die genannte Steuerung (200) ein Steuersignal an das erste Wegeventil (34) liefert, um bei außer Betrieb gesetztem Zustand des Verstärkungskolbens (101) eine Niederdruckeinspritzung zu bewirken, und Steuersignale an das erste und das zweite Wegeventil (34, 105) liefert, um bei in Betrieb gesetztem Zustand des Verstärkungskolbens (101) eine Hochdruckeinspritzung zu bewirken.
14. Verfahren nach Anspruch 13, wobei die Steuerung (200) als Motorbetriebszustand zumindest die Motorlast erfaßt und im Betriebszustand niedriger Motorlast eine Niederdruck-Kraftstoffeinspritzung und im Betriebszustand hoher Motorlast eine Hochdruck-Kraftstoffeinspritzung bewirkt.
15. Verfahren nach Anspruch 13 oder 14, wobei die Steuerung die Kraftstoffeinspritzung durch Schalten des Kraftstoffeinspritzdrucks steuert, so daß in einem Verbrennungszyklus als Pilot-Kraftstoffeinspritzung eine geringe Kraftstoffmenge und als Haupt-Kraftstoffeinspritzung eine große Kraftstoffmenge eingespritzt wird.
16. Verfahren nach einem der Ansprüche 13 bis 15, wobei die Steuerung (200) als Pilot-Kraftstoffeinspritzung

zung eine Kraftstoffeinspritzung kleiner Menge in dem Niederdruck-Kraftstoffeinspritzmodus und als Haupt-Kraftstoffeinspritzung danach eine Kraftstoffeinspritzung großer Menge entsprechend dem Motorbetriebszustand, wobei bei einem Motorbetriebszustand unter niedriger Last eine Niederdruck-Kraftstoffeinspritzung und bei einem Motorbetriebszustand hoher Last eine Hochdruck-Kraftstoffeinspritzung bewirkt wird, vornimmt.

## Revendications

### 1. Système d'injection de combustible à accumulateur de pression, comprenant :

un moyen d'alimentation de combustible (46) fournissant du combustible à une pression prédéterminée ;

un accumulateur de pression (36) pour accumuler du combustible fourni par le moyen d'alimentation de combustible dans un état pressurisé ;

une conduite d'alimentation de combustible (44, 110, 121) raccordant l'accumulateur de pression et une réserve de combustible (14) fournie dans la soupape d'injection de combustible (10) pour du combustible à injecter ;

une conduite de commande de combustible (a, b) se branchant à partir de la conduite d'alimentation de combustible et conduisant à la chambre de combustible (26) formée pour commander la soupape à pointeau (18) dans la soupape d'injection de combustible fermée ou ouverte, une première soupape de commande directionnelle (36) placée entre la première conduite de combustible (a, b) pour commander l'injection de combustible,

une première chambre de cylindre (109) formée dans la conduite d'alimentation de combustible,

un piston de surpression (101) pour réduire le volume de la première chambre de cylindre (109) pour surpresser la pression de combustible dans la conduite d'alimentation de combustible, en aval de la première chambre de cylindre,

un moyen d'application de pression hydraulique d'huile (108, 111, 112, 113, 125, 126) pour appliquer une pression hydraulique d'huile au piston de surpression 101,

une seconde soupape de commande directionnelle (105) pour commuter ladite pression hydraulique d'huile mise en service ou hors service, commandant ainsi le piston de surpression, et

un dispositif de commande (200) pour fournir des signaux de commande aux première et se-

conde soupapes de commande directionnelle (34, 105) pour commander le fonctionnement de la soupape à pointeau (18) et le fonctionnement du piston de surpression (101),

caractérisé en ce que ladite première chambre de cylindre (109) est formée dans une partie d'une conduite d'alimentation de combustible en amont du branchement de la conduite de commande de combustible (a, b) à partir de la conduite d'alimentation de combustible (44, 110, 121) pour permettre à la première soupape de commande directionnelle (34) dans la conduite de commande de combustible (a, b) de commander l'injection de combustible en appliquant une pression de combustible à la chambre de combustible (26) afin de fermer la soupape à pointeau (18) ou en cessant l'application de la pression de combustible à la chambre de combustible (26) afin d'ouvrir la soupape à pointeau (18).

### 2. Système selon la revendication 1, dans lequel le piston de surpression (101) comprend :

une partie de petit diamètre (101b) qui peut coulisser dans la première chambre de cylindre (109) ;

une partie de grand diamètre (101a) disposée de façon coulissante dans une seconde chambre de cylindre (126) formée adjacente à la première chambre de cylindre (109), et couplée fonctionnellement à la partie de petit diamètre (101b).

### 3. Système selon la revendication 2, dans lequel un ressort (103, 104) est logé dans au moins une des première et seconde chambres de cylindre (109, 125) pour pousser la partie de petit diamètre (101b) du piston de surpression dans une direction d'augmentation du volume de la première chambre de cylindre (109).

### 4. Système selon la revendication 3, dans lequel ledit ressort (103, 104) est logé dans la première chambre de cylindre (109).

### 5. Système selon l'une quelconque des revendications 2 à 4, dans lequel la partie de petit diamètre (101b) et la partie de grand diamètre (101a) du piston de surpression sont des parties séparées.

### 6. Système selon l'une quelconque des revendications 2 à 5, dans lequel la seconde chambre de cylindre (125) est positionnée par la partie de grand diamètre du piston de surpression dans deux sous-chambres (125, 126), une (125) n'étant pas adjacente à la première chambre de cylindre (109), l'autre (126) étant adjacente à la première chambre

de cylindre.

7. Système selon l'une quelconque des revendications 2 à 6, dans lequel le moyen d'application de pression hydraulique d'huile est utilisable pour introduire la pression hydraulique d'huile dans une sous-chambre (125, 126) dans la seconde chambre cylindre pour provoquer le coulisement de la partie de grand diamètre (101a) du piston de surpression avec une pression correspondant à la différence de surface entre les parties de grand et petit diamètre (101a, 101b) afin de réduire le volume de la première chambre de cylindre (109), surpressant ainsi la pression de combustible dans la conduite d'alimentation de combustible en aval de la première chambre de cylindre.
8. Système selon la revendication 6, dans lequel le moyen d'application de pression hydraulique d'huile comprend une première conduite hydraulique d'huile (108) pour appliquer une pression hydraulique d'huile à ladite sous-chambre (125) et une seconde conduite hydraulique d'huile (111, 112) pour appliquer la pression hydraulique d'huile à l'autre sous-chambre (126), la seconde soupape de commande directionnelle (105) étant fournie dans la seconde conduite hydraulique d'huile (111, 112) pour appliquer la pression d'huile de fonctionnement à l'autre sous-chambre (126) afin d'empêcher le coulisement de la partie de grand diamètre (101a) du piston de surpression et rendre ainsi le piston de surpression inopérant ou cesser l'application de la pression de fluide de fonctionnement à l'autre sous-chambre (126) afin de permettre le coulisement de la partie de grand diamètre du piston de surpression et rendre ainsi le piston de surpression opérant pour surpresser la pression de combustible.
9. Système selon la revendication 6, dans lequel le moyen d'application de pression hydraulique d'huile comprend une première conduite hydraulique d'huile pour appliquer une pression de fluide de fonctionnement à ladite sous-chambre (125) et une troisième conduite hydraulique d'huile (113) pour faire communiquer l'autre sous-chambre (126) avec l'atmosphère, l'application de la pression de fluide de fonctionnement à la sous-chambre (125) étant provoquée pour permettre le coulisement de la partie de grand diamètre (101a) du piston de surpression et donc rendre le piston de surpression opérant pour surpresser la pression de combustible et cessant d'empêcher le coulisement de la partie de grand diamètre du piston de surpression et rendre le piston de surpression inopérant.
10. Système selon l'une quelconque des revendications 7 à 9, dans lequel la pression hydraulique d'huile dans le moyen d'application de pression hy-

draulique d'huile est la pression de combustible dans la conduite d'alimentation de combustible (110) du côté amont de la première chambre de cylindre (109) à laquelle la pression est introduite via un circuit hydraulique d'huile, ou dans un accumulateur de pression (36).

11. Système selon l'une quelconque des revendications 7 à 9, dans lequel le fluide hydraulique d'huile dans le moyen d'application hydraulique d'huile est autre que le combustible et est pompé par la pompe d'application de pression fournie séparément du moyen d'alimentation de combustible pour générer la pression hydraulique d'huile.
12. Système selon l'une quelconque des revendications 11, dans lequel la première chambre de cylindre (109) est formée comme une partie de surface sectionnelle accrue de la conduite d'alimentation de combustible (121), la sortie de la conduite d'alimentation de combustible à la première chambre de cylindre étant ouverte lorsque le piston de surpression (101) est rendu inopérant et fermée lorsque le piston de surpression est rendu opérant.
13. Procédé de fonctionnement du système d'injection de combustible à accumulateur de pression selon l'une quelconque des revendications 1 à 12, dans lequel ledit dispositif de commande (200) fournit un signal de commande à la première soupape de commande directionnelle (34) pour provoquer une injection à faible pression à un état inopérant du piston de surpression (101) et fournit des signaux de commande aux première et seconde soupapes de commande directionnelle (34, 105) pour provoquer l'injection de combustible à haute pression dans un état opérant du piston de surpression (101).
14. Procédé selon la revendication 13, dans lequel le dispositif de commande (200) détecte au moins la charge du moteur comme conditions de fonctionnement du moteur et provoque l'injection de combustible à faible pression dans des conditions de fonctionnement du moteur à faible charge et l'injection de combustible à pression élevée dans des conditions de fonctionnement du moteur à charge élevée.
15. Procédé selon la revendication 13 ou 14, dans lequel le dispositif de commande (200) commande l'injection de combustible en commutant la pression d'injection de combustible pour qu'une petite quantité d'injection de combustible telle qu'une injection pilote de combustible et une grande quantité d'injection de combustible soient faites dans un cycle de combustion.

16. Procédé selon l'une quelconque des revendications 13 à 15, dans lequel le dispositif de commande (200) provoque l'injection d'une petite quantité de combustible comme une injection pilote de combustible dans le mode d'injection de combustible à faible pression et par la suite une grande quantité d'injection de combustible comme une injection principale de combustible selon les conditions de fonctionnement du moteur avec une injection de combustible à faible pression provoquée dans les conditions de fonctionnement du moteur à faible charge et une injection de combustible à haute pression provoquée dans des conditions de fonctionnement du moteur à charge élevée.

15

20

25

30

35

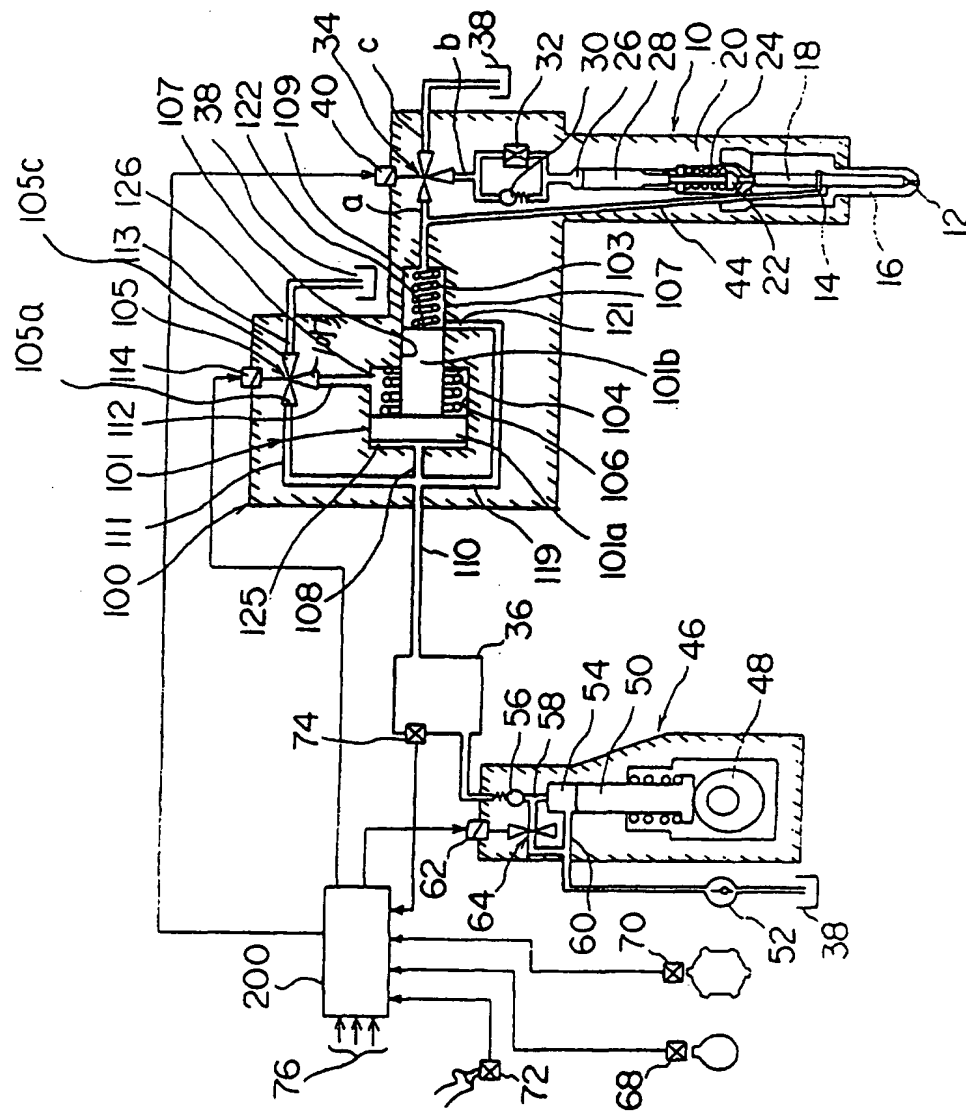
40

45

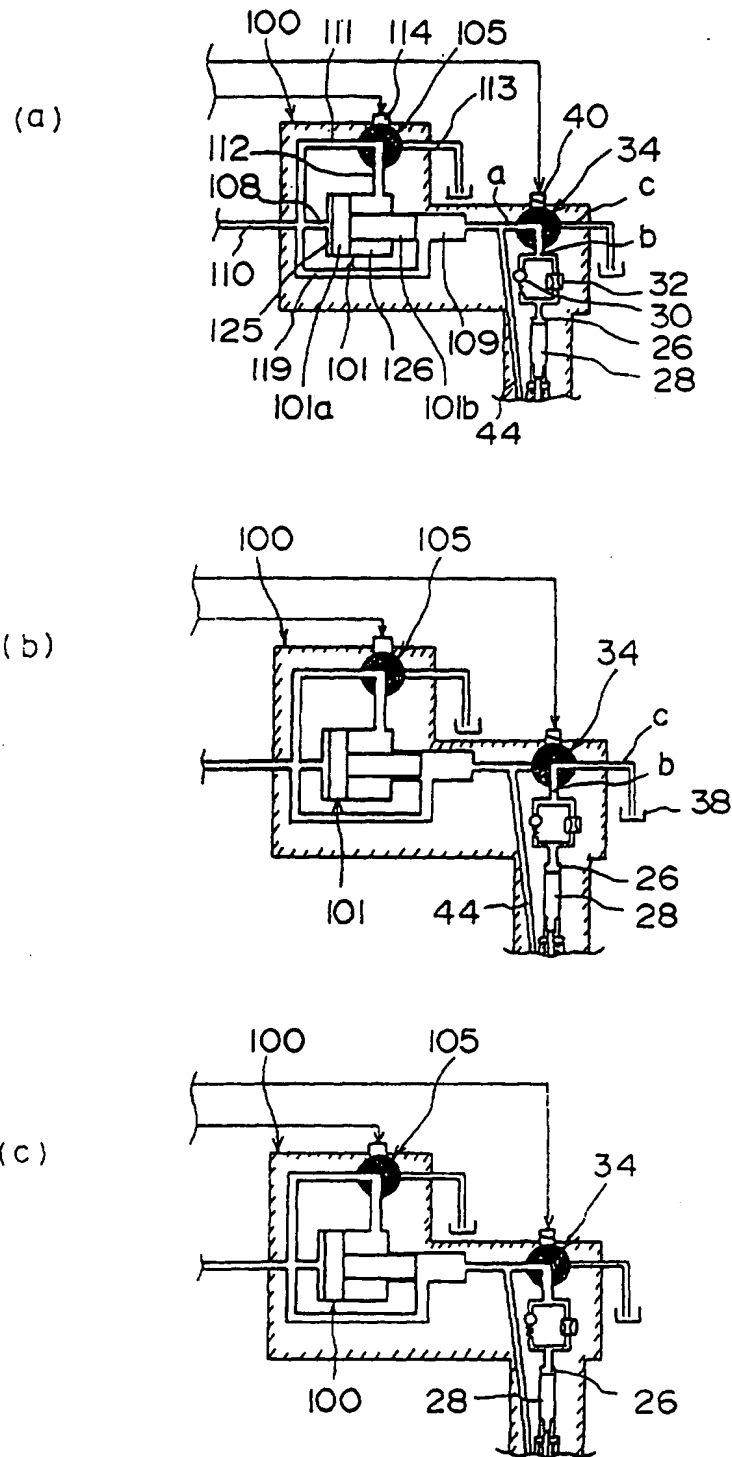
50

55

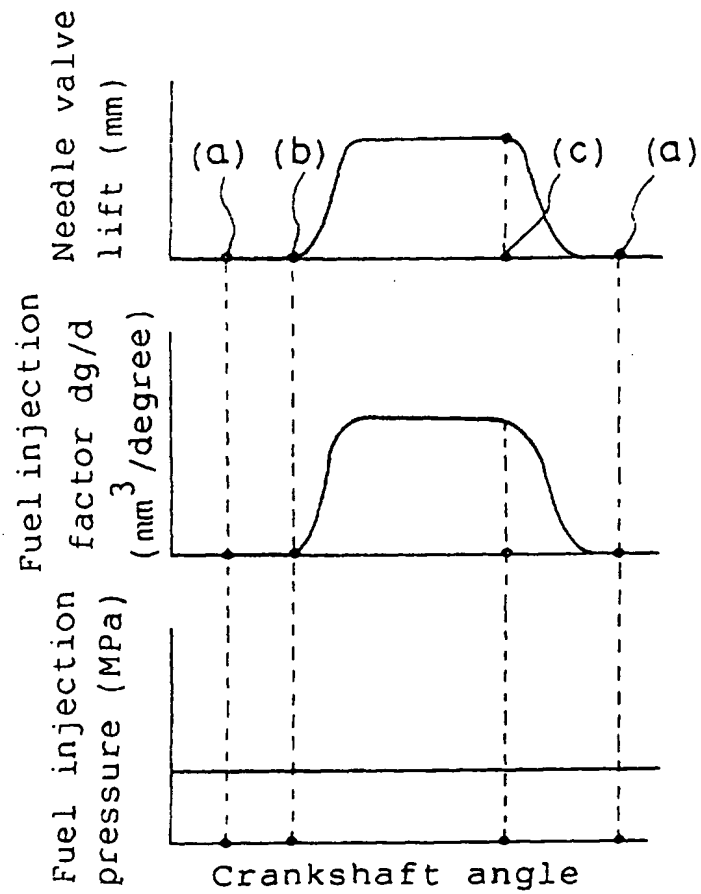
FIG. 1



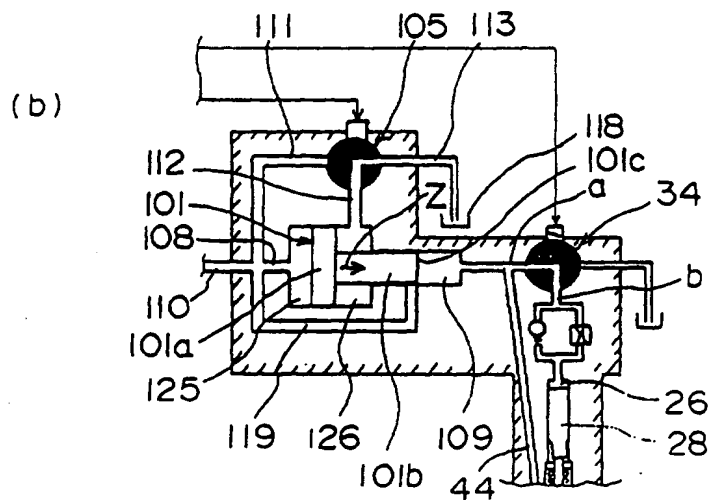
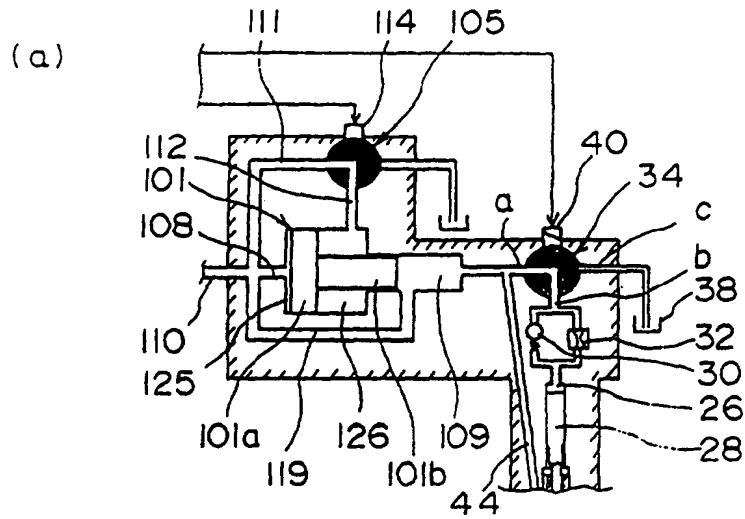
# FIG. 2



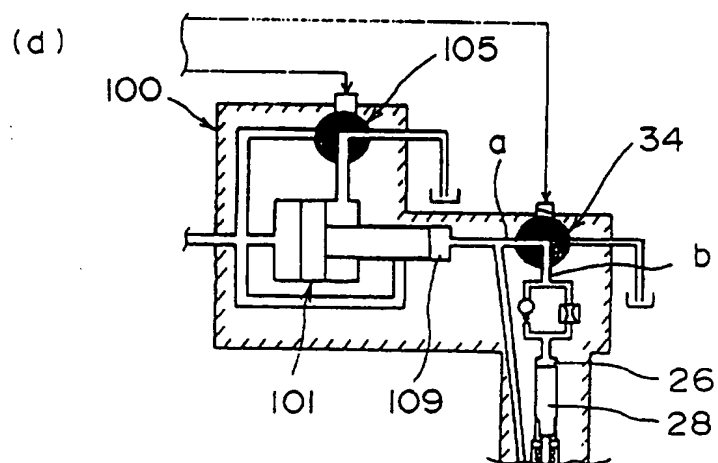
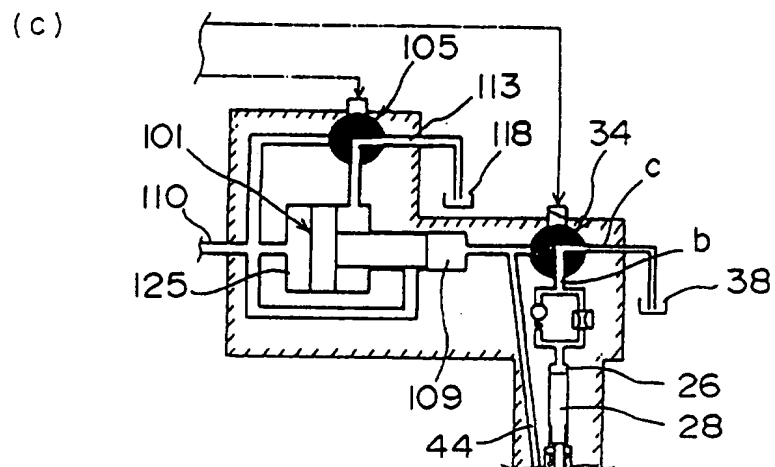
F I G . 3



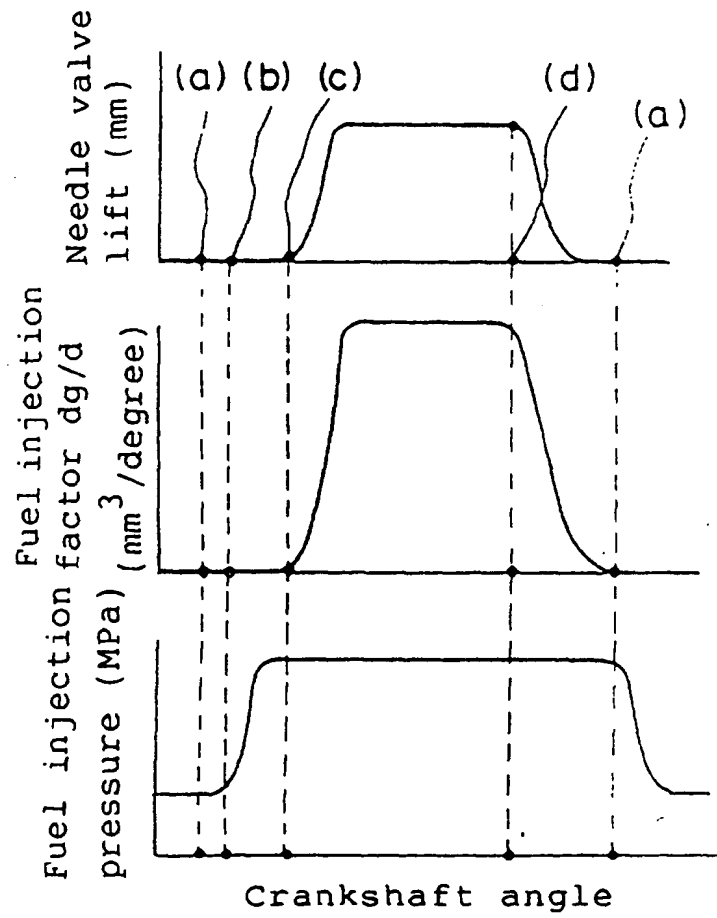
F I G . 4



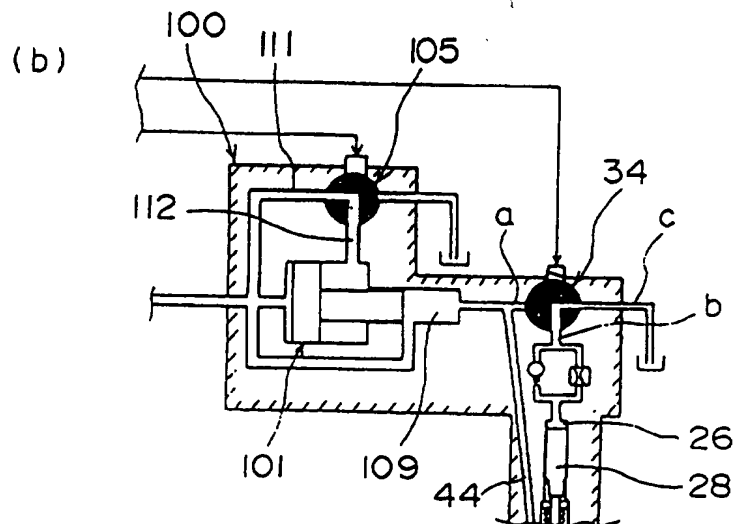
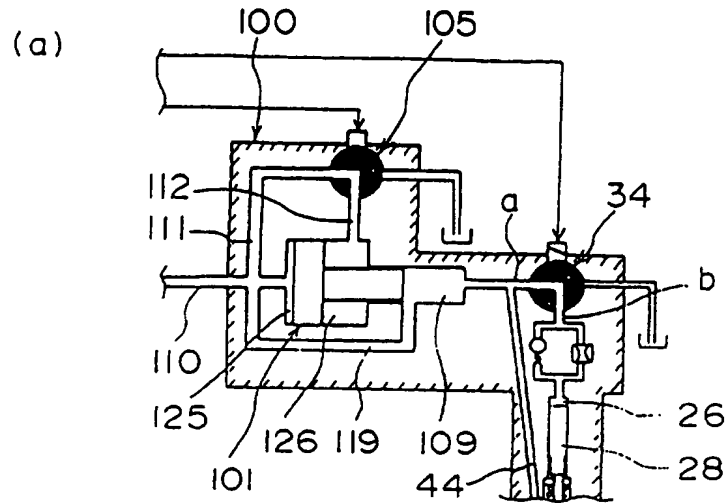
F I G . 4



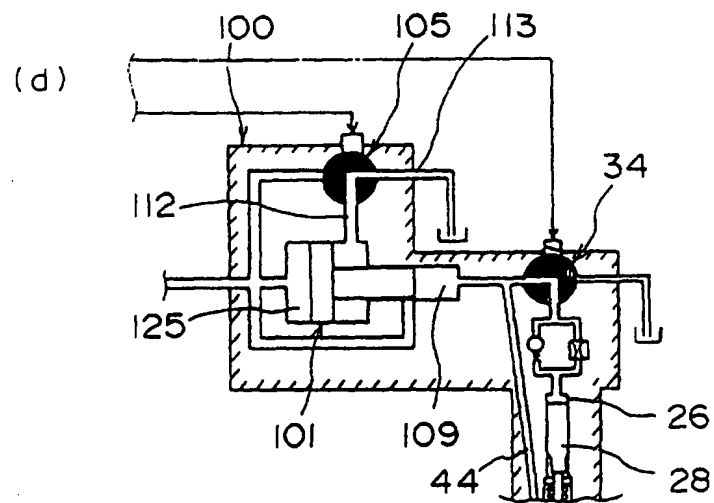
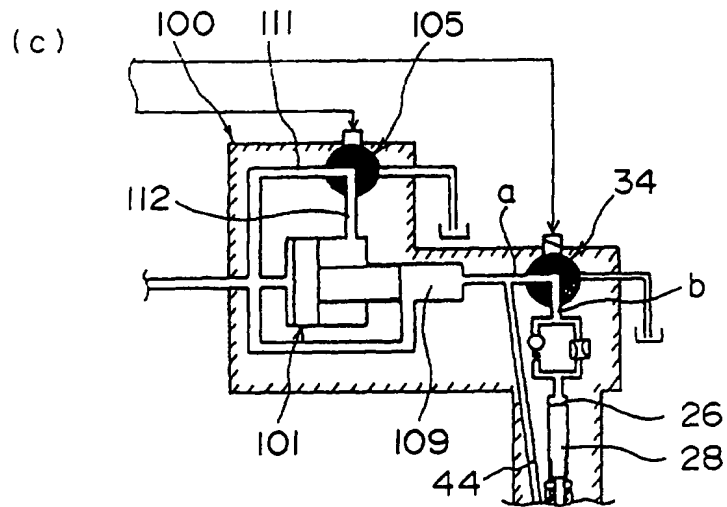
F I G . 5



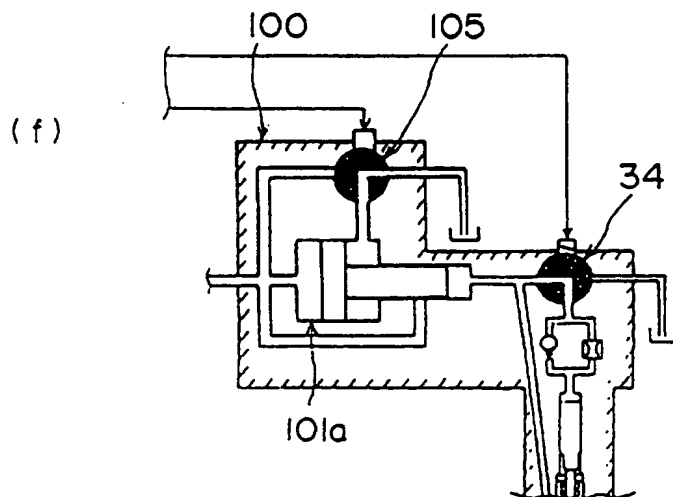
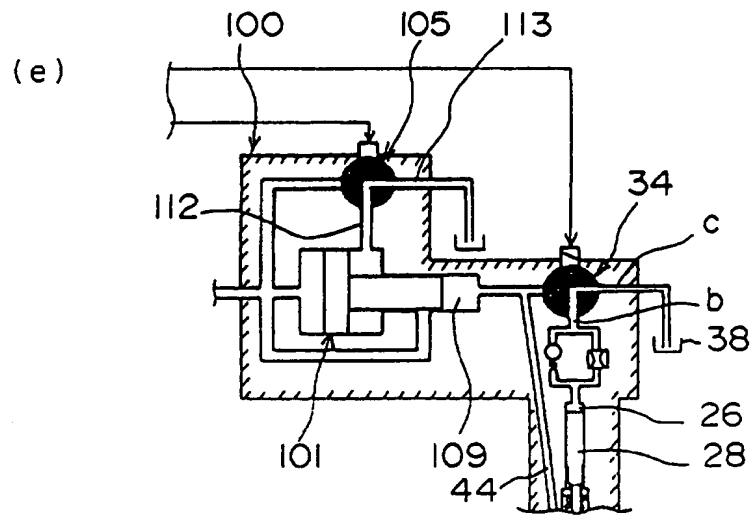
F I G . 6



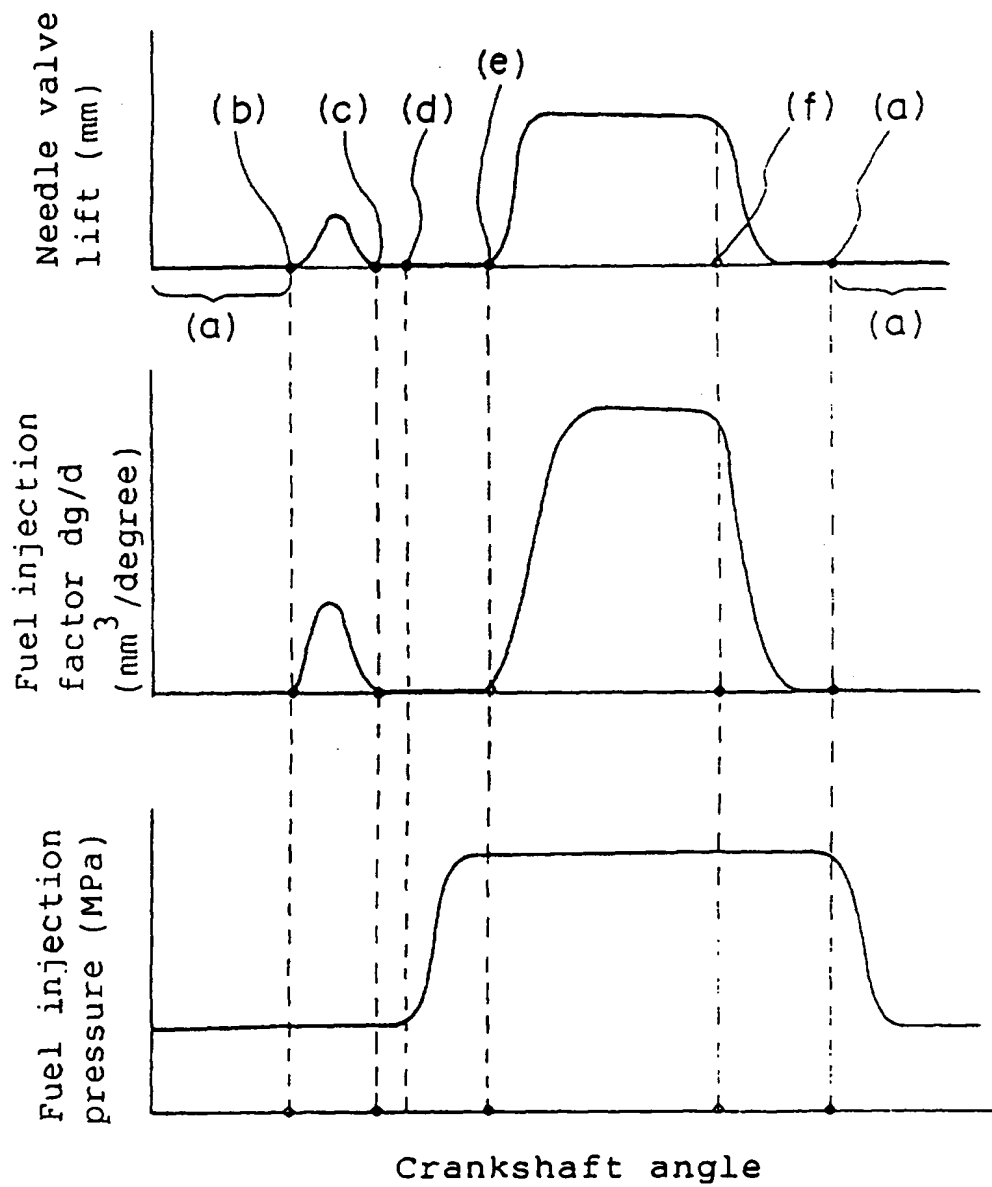
F I G . 6



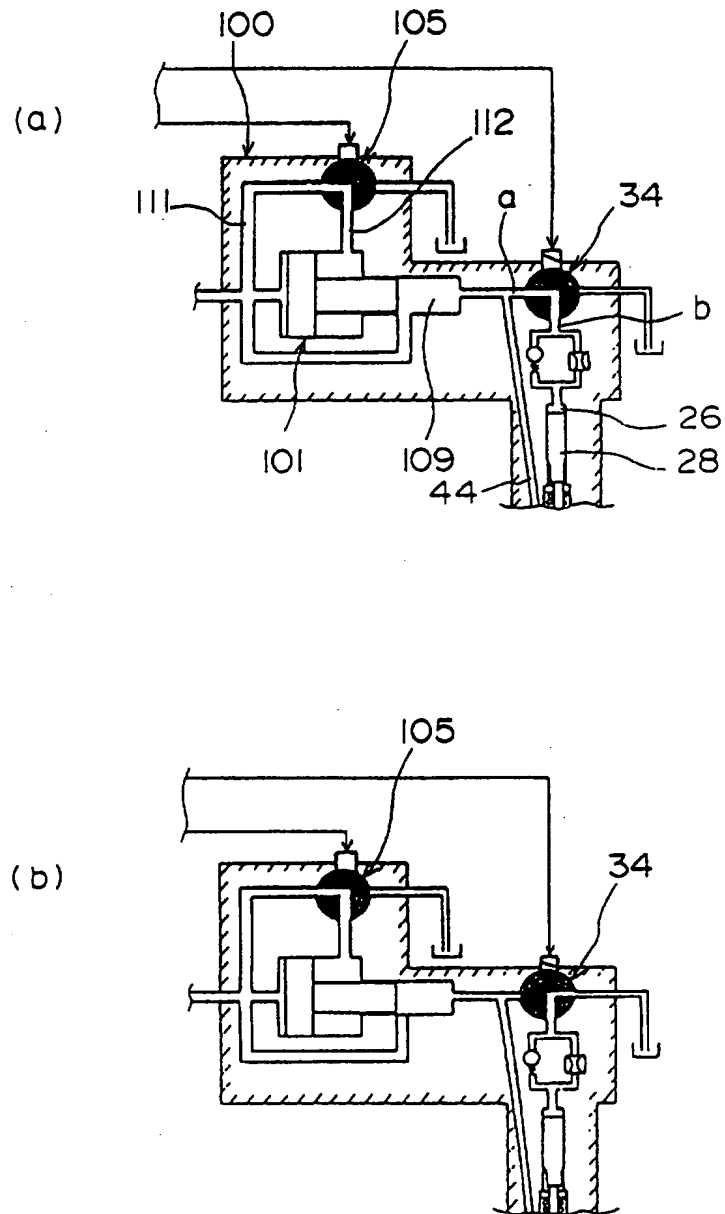
F I G . 6



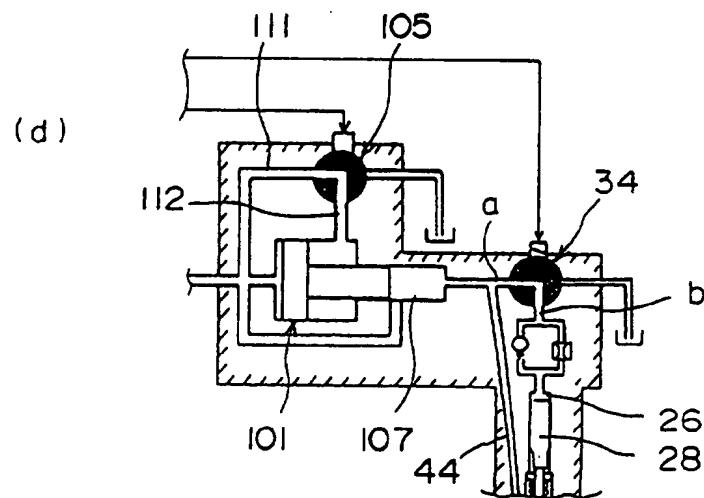
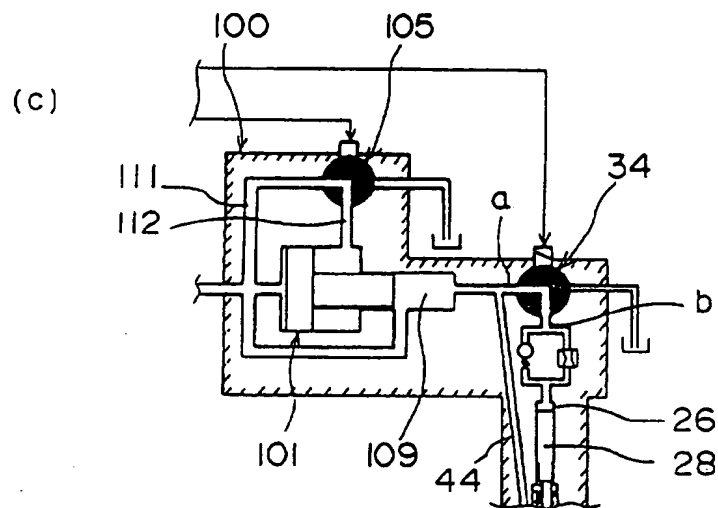
F I G . 7



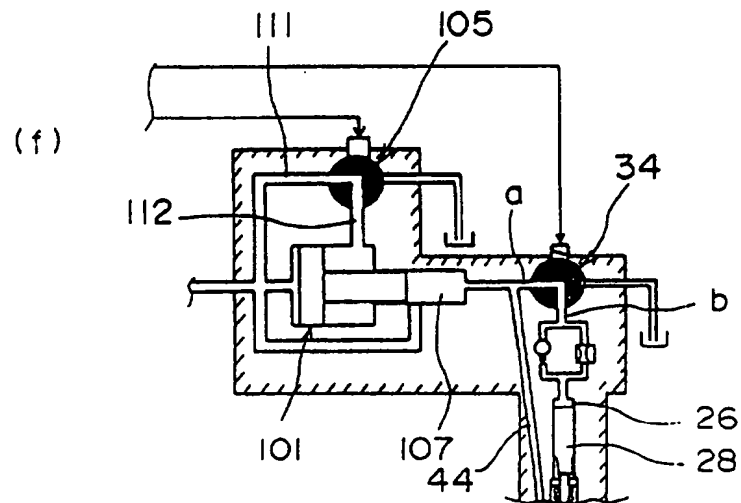
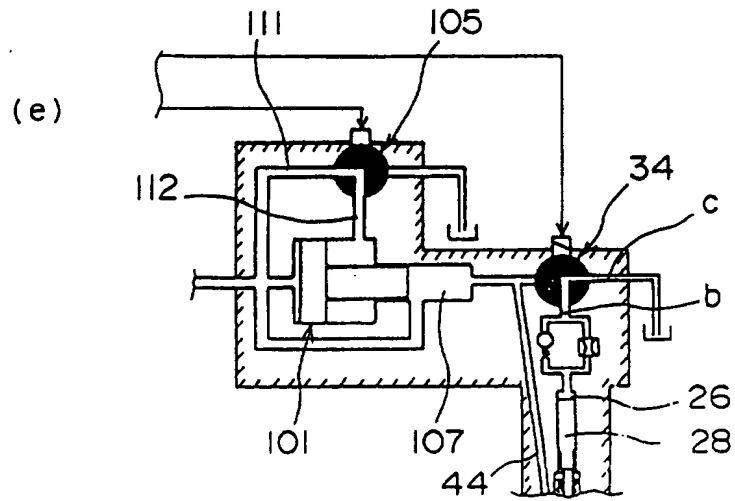
F I G . 8



F I G . 8



F I G . 8



F I G . 9

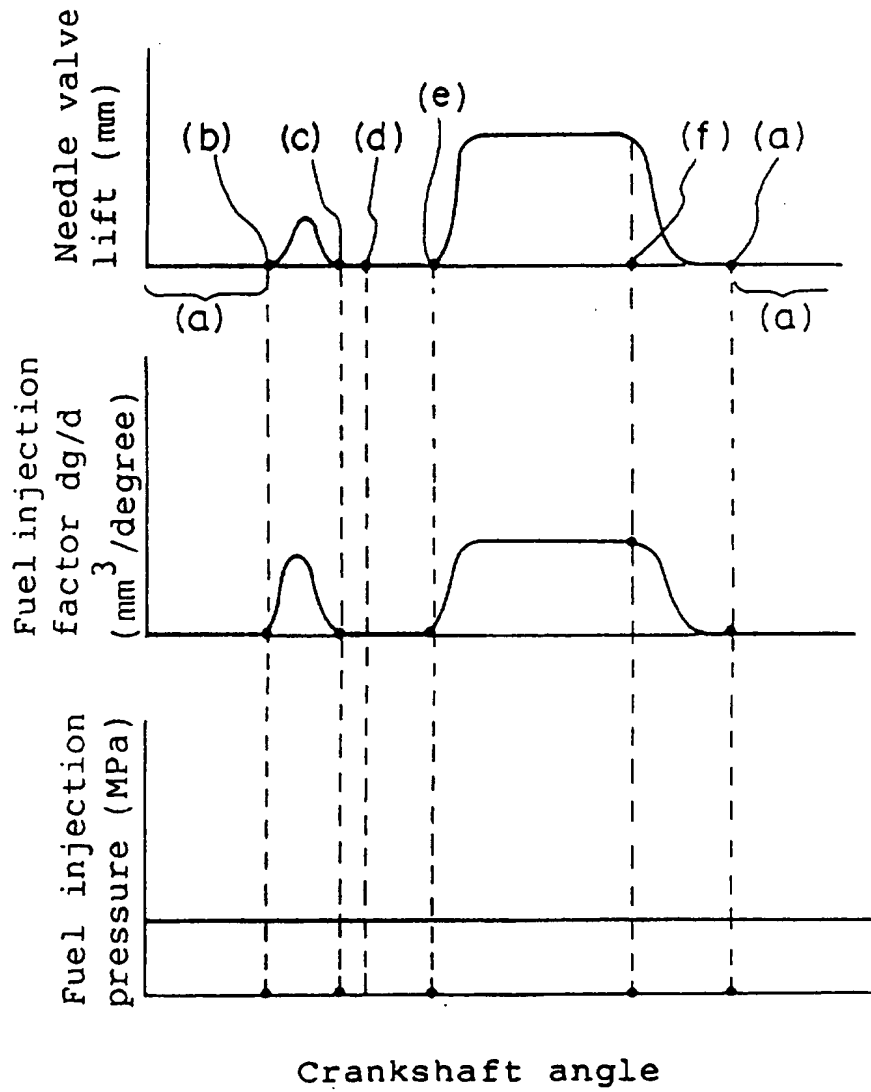
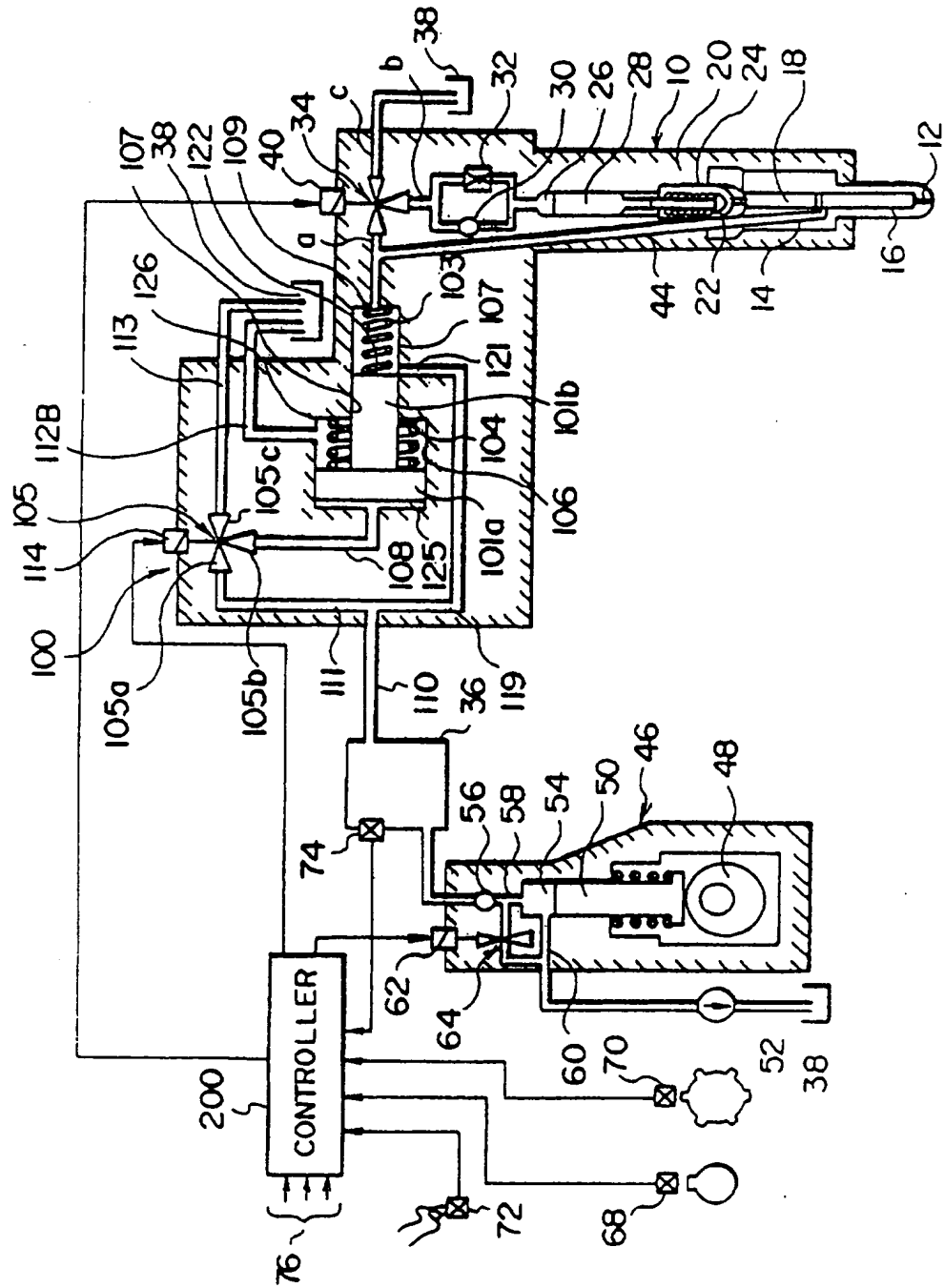
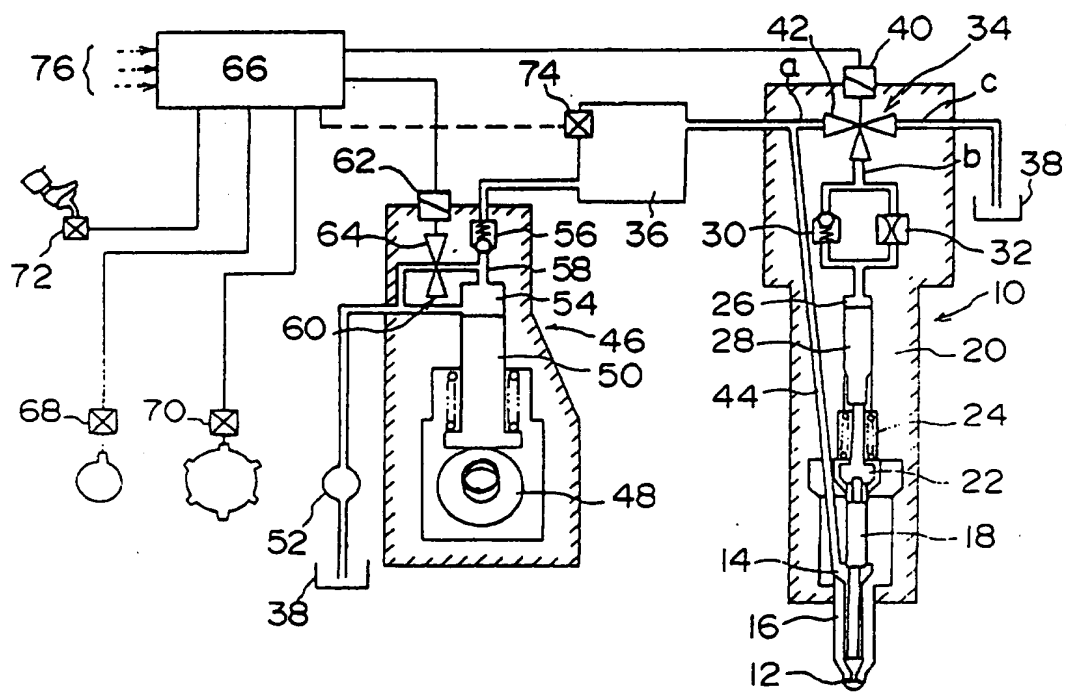


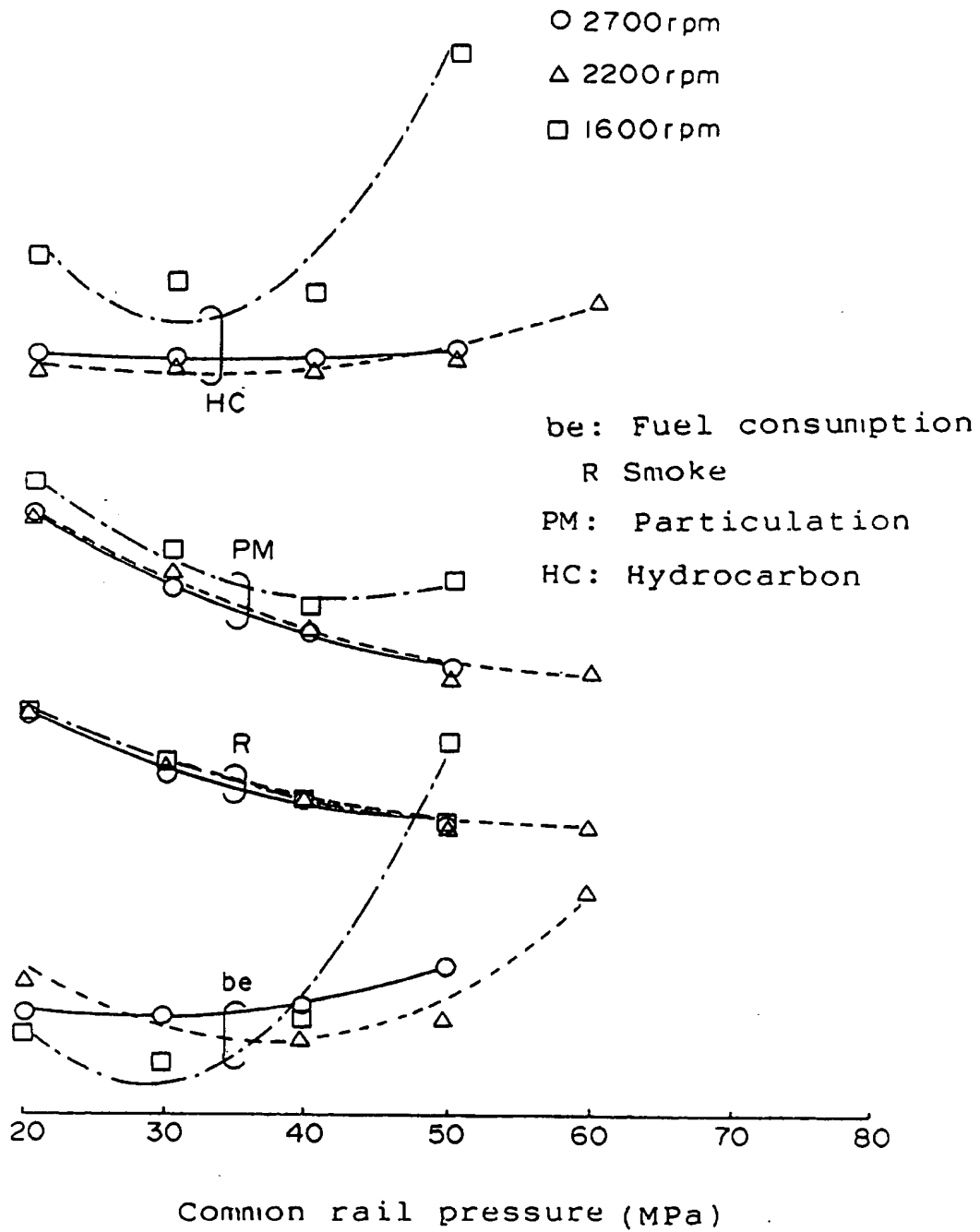
FIG. 10



F I G . 1 1



F I G . 1 2



## F I G . 1 3

○ 2700rpm

△ 2200rpm

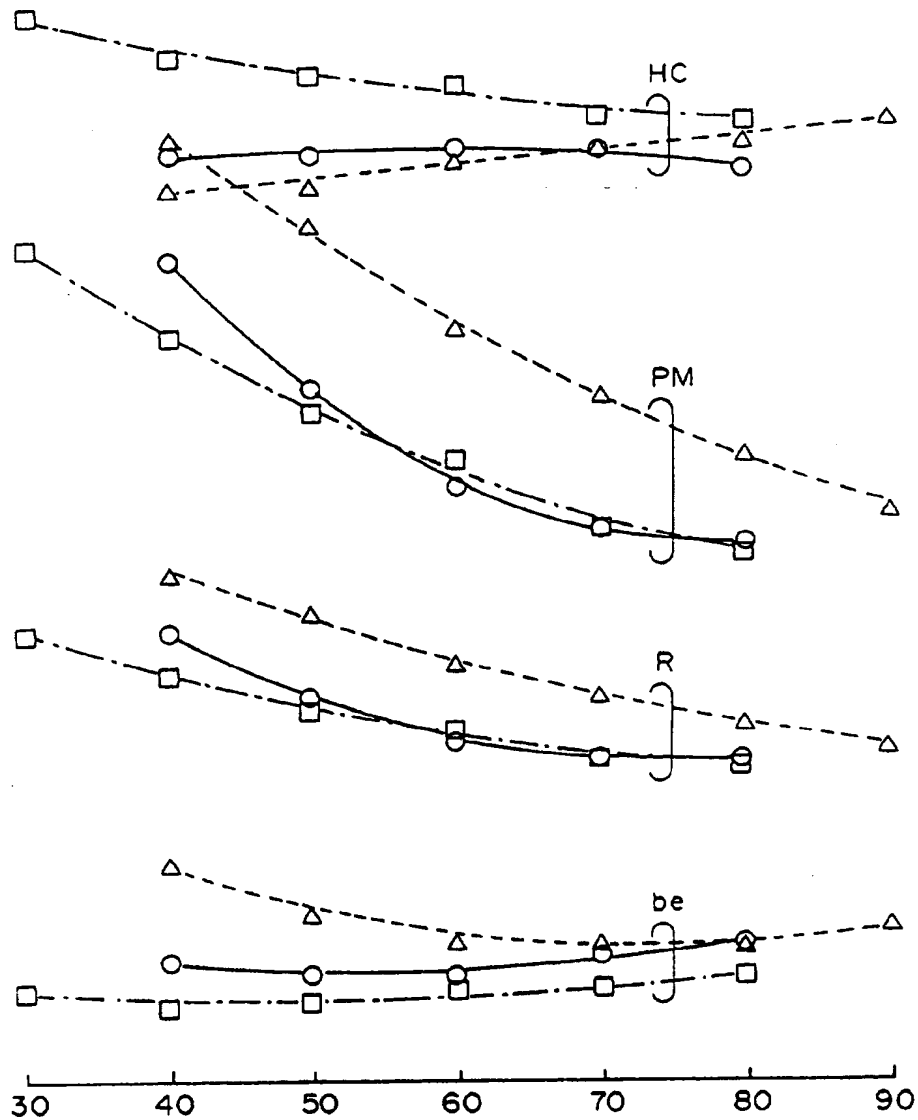
□ 1600rpm

be: Fuel consumption

R: Smoke

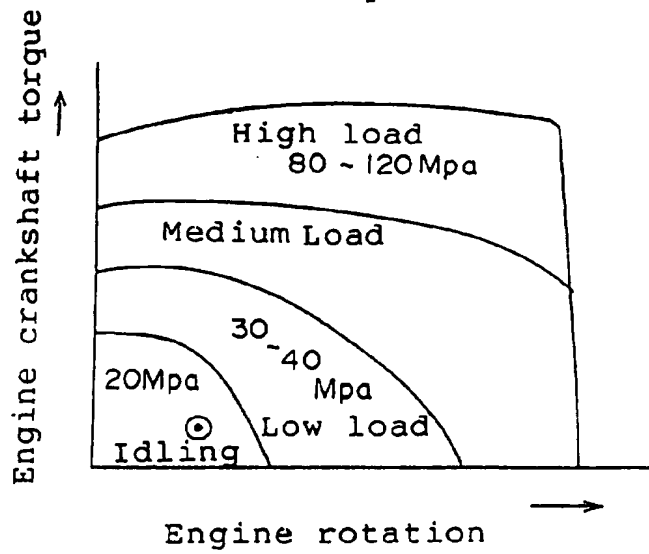
PM: Particulation

HC: Hydrocarbon

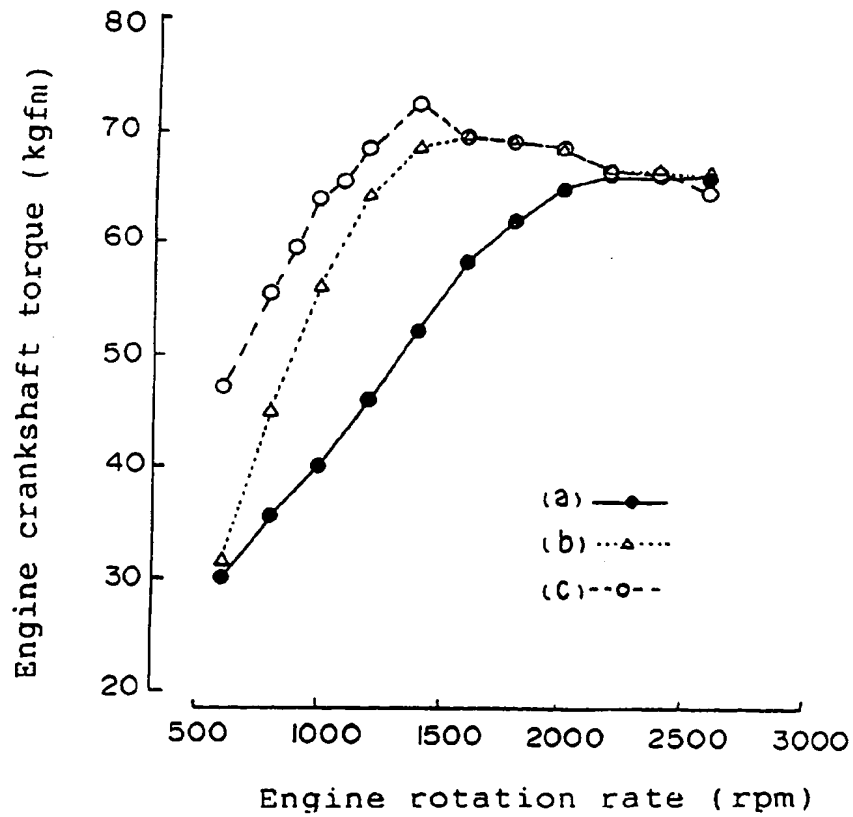


Fuel injection pressure (MPa)

F I G . 1 4



F I G . 1 5



F I G . 1 6

